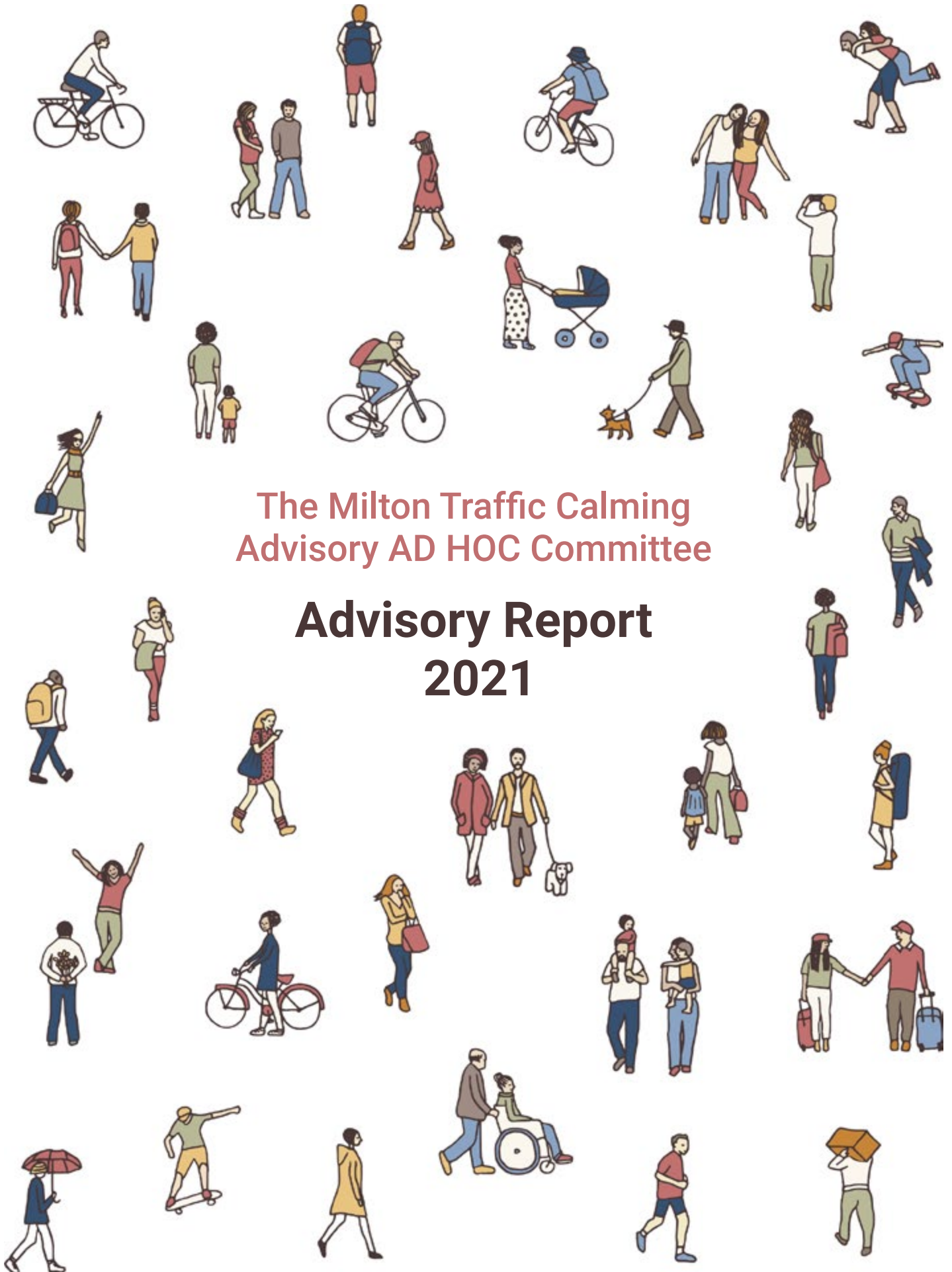


# Advisory Report 2021





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# I

## Introduction

# I. Introduction

## Introduction

The Milton Traffic Calming Advisory Ad Hoc Committee (TCC) was established via Resolution 2021-003 by the Town of Milton, DE to identify challenges and hazards within the town's transportation system and to recommend possible solutions. To that end, the TCC presents this Advisory Report for consideration by the Mayor and Town Council.

The Committee was chaired by Councilwoman Randi Meredith and included Town Liaisons Derrick Harvey, Chief of Police, Greg Wingo, Public Works Supervisor, and community members Bonnie Bloomquist, Lisa Falzarano, Susan Fewell, Mary Quigley, and Hunter Willis. The Committee held eleven public meetings from January to August of 2021 in the Cannery Village Clubhouse in Milton, DE. This Advisory Report falls within the connectivity theme of the Town Comprehensive Plan. Milton residents' desire to be more connected would be acted upon with the implementation of the recommendations herein.

This Advisory Report outlines the issues identified by community members that the TCC gathered through a town-wide survey and eight Walk Audits. It also includes the background information Committee members have gathered on safe and effective traffic calming solutions. These have informed the recommendations found in this report. The Advisory Report presents a variety of possible solutions, dividing them into items of high priority, those that are immediately actionable, and potential long term concerns/issues that would first require a feasibility study. The full results of the 2021 Traffic Survey are on page 119. The comprehensive lists from the Walk Audits are located in the Recommendations: Part 2 section on page 59.

Through meetings and conversations, the TCC is recommending a balance among motor-vehicle traffic, pedestrian, and bicycle traffic to enable our town to thrive. Rather than continue with our downtown as a thoroughfare, slow speeds and mixed-use traffic would be prioritized and would establish Milton as a safe destination for residents and visitors alike. The planned expansion of the Rail Trail gives us a timely opportunity to build attractive pedestrian and bicycle pathways.

Let's keep Milton  
moving forward.

Milton's economic life has been the strongest influence on our transportation infrastructure. The challenge before us today is to create a system that matches our socio-economic reality. The TCC's Advisory Report works to move Milton from a system focused on the expeditious transportation of goods and commuters, to one that is reliant on improving the appeal and quality of life in the town. Increasingly, our workforce is diverse, decentralized, and often remote, creating a need for infrastructure to support these changes.

The benefits of updating our infrastructure are twofold:

- To promote safe and easy navigation of the town's natural beauty
- To provide access to Milton's services via a variety of transportation options

### Town Vision

The Town Vision Statement as noted in the Comprehensive Plan reflects the TCC's approach:

The Town of Milton will continue to be an economically vital and fiscally sound community, respectful of its heritage, supporting a diverse population, providing a full range of housing, business, cultural and recreational opportunities in a safe, sustainable and attractive setting for residents, businesses and visitors. The Core Values are identified as:

- Historic Preservation
- Rehabilitation and Protection of the Broadkill River
- Connecting People and Places
- Housing
- Economic Vitality
- Respect and Fair Dealing
- Responsible Growth
- Welcome visitors
- Encourage the Arts
- Health and Safety of our Citizens
- Attention to the Welfare of our Children
- Public Participation
- Solving Problems

### TCC Vision

1. To further build on the Town of Milton's historical setting and inviting scenic atmosphere by improving signage, crosswalks, sidewalks, traffic patterns, parking, landscaping.
2. To make diverse modes of transportation more available and safer, in support of the needs of a growing community.
3. To ensure the Town of Milton is not treated as a pass-through for tractor trailers.
4. To ensure the Town of Milton is treated as a destination.
5. To make recommendations that are community- and data-driven, presented in a basic framework to assist in immediate and long-term efforts on how to achieve this Vision.
6. To address specific challenges brought to the committee and present opportunities for improvement.



## I. Introduction

### Data Collection Methods

The TCC collected data from Milton residents in two ways: a traffic survey and walk audits, both distributed and conducted by members of the committee. The traffic survey was created by the TCC, a copy as well as the results are on page 119. The survey was mailed to each Milton resident with their town tax bill. Additionally, surveys were collected from local businesses and organizations. One TCC member canvassed residential areas. 206 surveys were returned. The Cape Gazette covered the Walk Audits and meetings.

The results were collated and used to identify the highest priority areas of concern of our community members. The results determined the areas of focus for the Walk Audits.

The full Survey Results and full Walk Audit Results are available in this report on pages 119 and 59 respectively.

The Town of Milton  
will get the type  
of traffic it invites.





## I. Introduction



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## II

# Definitions, Concepts and Resources

## II. Definitions, Concepts and Resources

### Traffic Calming Goals & Objectives

**Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.**

#### Traffic calming goals include:

- Increasing the quality of life;
- Incorporating the preferences and requirements of the people using the area (e.g., working, playing, residing) along the street(s), or at intersection(s);
- Creating safe and attractive streets;
- Helping to reduce the negative effects of motor vehicles on the environment (e.g., pollution, sprawl); and
- Promoting pedestrian, cycle and public transit use.<sup>1</sup>

#### Traffic calming objectives include:

- Achieving slow speeds for motor vehicles,
- Reducing collision frequency and severity,
- Increasing the safety and the perception of safety for non-motorized users of the street(s),
- Reducing the need for police enforcement
- Enhancing the street environment (e.g., street scaping),
- Encouraging water infiltration into the ground,
- Increasing access for all modes of transportation, and
- Reducing cut-through motor vehicle traffic.<sup>1</sup>

<sup>1</sup>Lockwood, Ian. ITE Traffic Calming Definition. ITE Journal, July 1997, pg. 22.

### Street vs. Road

Streets are low speed and prioritize pedestrian traffic first. They are destinations and may have homes and shops located on them. Roads are for higher speeds, and prioritize vehicles. They are to get from point A to point B. As these relate to Milton, examples are:

#### Streets

- Low-speed
- Pedestrian-first
- Destinations

#### Roads

- Higher speeds
- Vehicle-first
- Get from Point A to Point B

#### Local Examples of where Roads become Streets

- Harbeson Road ends at Federal Street
- Cave Neck Road ends at Atlantic Street
- Shingle Point Road ends at Chestnut Street
- Cedar Creek Road ends at Union Street
- Country Road, due to forthcoming development, may eventually be Country Street

## II. Definitions, Concepts and Resources

### Local Delivery/Service

#### SB89

Signed by Governor Carney on June 30, 2021

**An act to amend Title 21 of the Delaware Code relating to traffic control devices for size and weight of vehicles and loads.**

This Act makes the following changes related to traffic control devices erected on order of the Secretary of the Department of Transportation (“Secretary”) limiting the size and weight of vehicles and loads permitted on a specific highway:

1. **Provides definitions of terms used on traffic control devices that limit the size or weight of vehicles or prohibit the operation of trucks or other commercial vehicles** on the highway, including terms that provide exceptions to posted prohibitions, including “local service” and “residential service”.
2. **Requires the Secretary, and a municipality exercising its authority under § 134(e) of Title 17 (regarding prohibiting the operation of trucks or other commercial vehicles or imposing limits as to the weight of trucks or other commercial vehicles on designated highways), to submit an order issued under this Act to the Registrar of Regulations for publication in the Register of Regulations and publish the order on the Department’s website.**
3. Clarifies that **violation of a traffic control device erected by order of the Secretary is a specific offense.**
4. **Increases the monetary penalty** for a violation of a traffic control device erected by order of the Secretary over the existing penalty in § 4508 of Title 21.
5. **Makes a subsequent violation of a traffic control device erected by order of the Secretary a moving violation**, which results in the Department assessing points on an individual’s license based on the violation.

### Walk Audit

**A walk audit is an assessment of the pedestrian safety, accessibility, and comfort of a particular area.**

In addition to documenting specific issues and engaging the community in advocating for improvements, walk audits can be most effective when public officials and community members of varying backgrounds, ages and abilities are intentionally invited and welcomed along so they can experience and react to the conditions directly.

Source: <https://americawalks.org/how-to-conduct-a-walk-audit-in-your-community-quick-guide-for-assessing-your-neighborhood-walkability/>

After driving, walking is the most popular mode of transportation in the United States. However, in many towns, cities and neighborhoods, the only way to get around is by car because walking is just too dangerous.

Source: <https://www.aarp.org/livable-communities/getting-around/info-2014/aarp-walk-audit-tool-kit.html>

The Traffic Calming Committee utilized the AARP Walk Audit Tool Kit available here:

<https://www.aarp.org/livable-communities/getting-around/info-2014/aarp-walk-audit-tool-kit.html>



## II. Definitions, Concepts and Resources

### Vision Zero

**Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.**

Started in the 1990s, Vision Zero has proved successful and is now gaining momentum nationwide.

Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for travel.

Vision Zero is a significant departure from the status quo in two major ways:

1. Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.
2. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility—including roadway design, speeds, behaviors, technology, and policies—and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

Source: <https://visionzeronetWORK.org/about/what-is-vision-zero/>

### Moving beyond the three E's

Vision Zero is not built on the traditional E's approach to traffic safety (Engineering, Education, Enforcement, etc.). Instead, it is built on a safe systems approach to traffic safety.

- a. **Enhance processes and collaboration** – Recognizes that because Vision Zero is a new philosophy for managing transportation, internal changes (among staff and city leaders) and education are foundational and needed to institutionalize the approach.
- b. **Build safe streets for everyone** – Includes and emphasizes the essential element of designing streets to be safe for everyone, no matter how they choose to travel. This is the single most important factor in changing people's behaviors.
- c. **Create safe speeds** – Recognizes that safe design must also include safe speeds. In addition to roadway design, Vision Zero cities should employ specific strategies to reduce speed for the sake of safety.
- d. **Promote a culture of safety** – Integrates individual, institutional, and communal education coupled with context-sensitive enforcement strategies into the overall approach to building a culture of safety.
- e. **Improve data and be transparent** – Commit to the ongoing pursuit of data to determine dangerous behaviors, evaluate work on an ongoing basis, and to share data with and solicit input from the community.

Vision Zero is a new approach in the U.S., and as such, “business as usual” will not get us to zero. We need City processes, partnerships, and laws to prioritize traffic safety and allow for systematic change.

Source: <https://visionzeronetWORK.org/create-meaningful-vision-zero-commitments-through-an-action-plan/>

## II. Definitions, Concepts and Resources

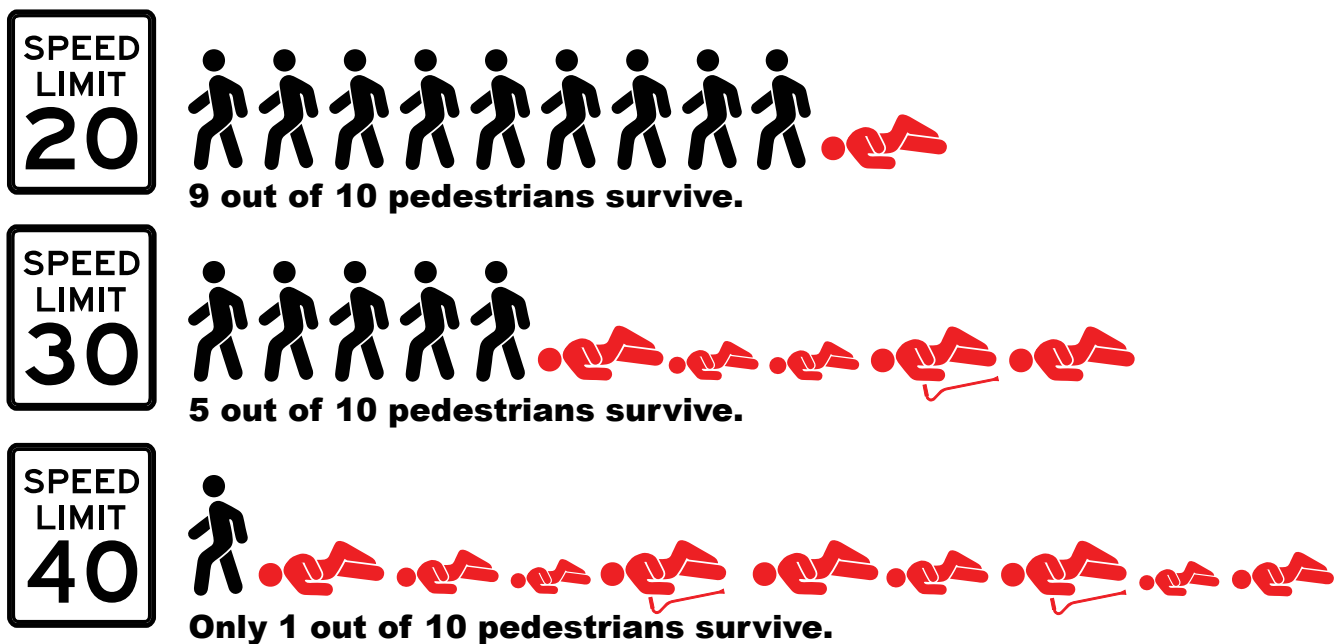
### Speed Tolerance & Enforcement

**While a properly selected speed limit is hopefully self-enforcing, the reality is that an effective speed limit generally relies in part on enforcement of the limit.** The engineering community has four main roles in speed enforcement:

- Communicate with those responsible for enforcement during the setting of speed limits;
- Provide data to enforcement officials so they may effectively deploy enforcement resources;
- Provide and maintain automated speed enforcement (ASE) equipment and technologies (where allowed); and
- Integrate features in the road design to facilitate speed enforcement (i.e., laybys and median openings that assist enforcement personnel).

Speed enforcement is essentially a crash counter-measure and therefore benefits from a proper understanding of the persons, place, time, and conditions that foster speeding. Engineering personnel can provide speed and crash data as well as citizen complaints to enforcement personnel so that appropriate enforcement strategies are identified. This data-driven approach to resource deployment can target specific scenarios of speeding or types of speeding activities (e.g., commuters, after-school, racing, deliveries, etc.).

Source: Methods and Practices for Setting Speed Limits: An Informational Report  
U.S. Department of Transportation, FHA. FHWA-SA-12-004  
[https://safety.fhwa.dot.gov/speedmgt/ref\\_mats/fhwasa12004/](https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa12004/)





## II. Definitions, Concepts and Resources

### Safety and The Relationship to Public Health

The Department of Transportation states:

Motor vehicle collisions are one of the leading causes of unintentional death in the United States. In 2013, more than 32,000 people died in motor vehicle collisions, including 4,735 pedestrians and 743 cyclists. That year more than 2.3 million people were injured in motor vehicle collisions, including 66,000 pedestrians and 48,000 cyclists. Transportation agencies can reduce injuries and deaths associated with transportation systems in several ways:

1. Design safer streets that protect all users of the transportation system, particularly vulnerable users such as pedestrians and cyclists. Potential safety improvements include design elements such as speed bumps or traffic circles to reduce vehicle speeds. Other elements include bicycle lanes and sidewalks that create a dedicated travel space for cyclists and pedestrians.
2. Promote safe behavior, such as
  - avoiding drunk, drugged, drowsy, or distracted driving;
  - showing respect for and sharing the road safely with all other users;
  - always using age- and size-appropriate car seats, booster seats, and seat belts; and
  - obeying the rules of the road.

Safe driving behaviors can be encouraged by enacting new laws and policies and working with law enforcement to enforce existing safety laws. They also can be encouraged by engaging in community-based education and outreach efforts using varying communication outlets consistently over time.

3. Improve access to desired destinations so people can eliminate some car trips and further decrease their potential exposure to motor vehicle collisions.

In addition, transportation agencies can coordinate with land use agencies to plan communities for which destinations are located closer to homes. That can reduce driving distances, thereby reducing potential exposure to collisions for all users of the transportation system. These strategies are particularly important in low-income areas and minority communities, where many people rely on walking or bicycling to reach destinations. Inadequate or substandard infrastructure in such areas can lead to higher incidences of collisions involving pedestrians and cyclists.

Source: <https://www.transportation.gov/mission/health/safety>

## II. Definitions, Concepts and Resources

### Pedestrian Exposure

Each time you cross a street on foot, you are exposed to the possibility of being injured by a vehicle. Long distance crosswalks increase the amount of time a pedestrian is exposed to motor vehicles.

There is no single best measure of pedestrian exposure, but some measures are better adapted to specific needs and purposes, such as comparing infrastructure; comparing risk among populations; or evaluating the change in pedestrian risk over time.

Source: Estimating Pedestrian Accident Exposure: Protocol Report 2007, Author(s): Greene-Roesel, RyanDiogenes, Mara ChagasRagland, David R

Half of all pedestrians hit by a person driving at 30 mph will die.

Risks vary significantly by age. For example, the average risk of severe injury or death for a 70-year old pedestrian struck by a car traveling at 25 mph is similar to the risk for a 30-year-old pedestrian struck at 35 mph.



Source: Arizona State University School of Geographical Sciences and Urban Planning

## II. Definitions, Concepts and Resources

### Vehicle Sizes

Vehicles sizes have been trending higher in length, width, height, and weight. Acceleration and speed capabilities continue to increase.

Vehicle height has increased the severity of injuries to pedestrians due to the higher point of impact. Pedestrians hit by older vehicles were more likely sustain a leg injury; with a modern SUV they are more likely to sustain a head/neck/spine injury.



2011 Accord & 1980 Accord



Old & New



Old & New Mini Cooper



Old & New BMW



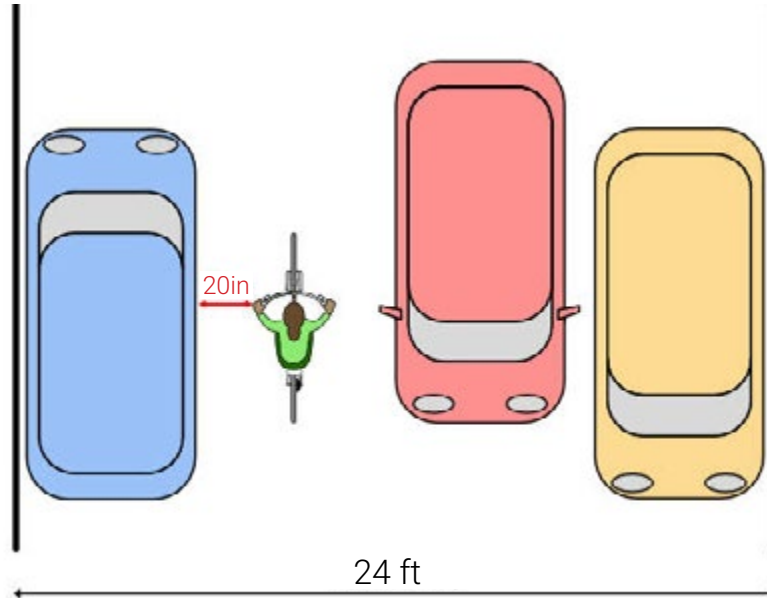
40 years of difference — Toyota Pickup Truck



## II. Definitions, Concepts and Resources

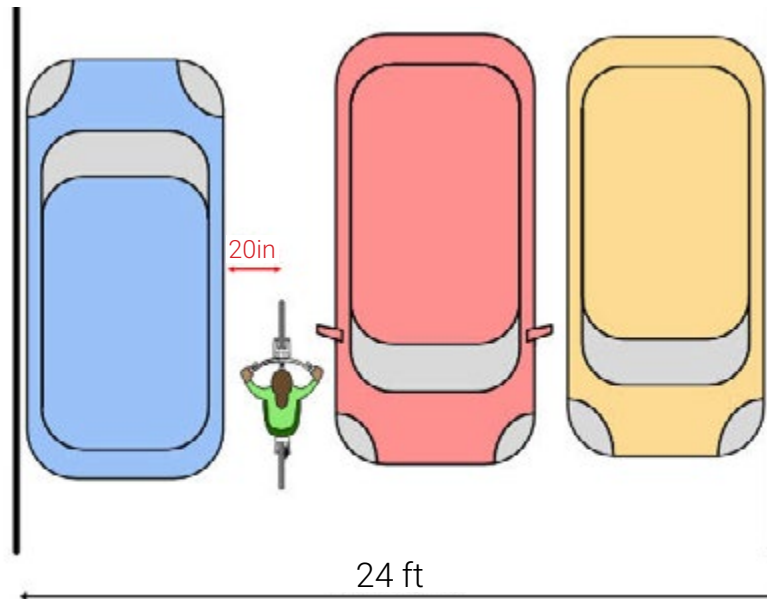
1998

Average car width **5.44 ft** (excluding mirrors)



2018

Average car width **6.36 ft** (excluding mirrors)



Standard width of Victorian residential streets = 24 feet

Source: Direct Line Insurance Survey 2018. Average width of 20 most popular cars sold in that year.  
<https://www.directlinegroup.co.uk/en/news/brand-news/2018/wide-load-most-popular-car-models-increase-in-width-by-17-per-c.html>

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# III

## Traffic Calming Methods



### III. Traffic Calming Methods

#### Raised Pedestrian Crosswalks / Vertical Deflections

**A raised pedestrian crossing is a speed table, with a flat portion the width of a crosswalk, usually 10–15 feet.** Raised intersections and crosswalks encourage motorists to slow and yield.

**Purpose:**

- Tend to be the most predictable in reducing vehicle speeds.
- Enhances the pedestrian environment and pedestrian crossings.

**Considerations:**

- Don't use if sight distance is limited and/or the street is steep.
- If the street is a bus or emergency route, design must be coordinated. One device may be appropriate and may serve the primary need. Several raised devices may be disruptive, so other measures should be considered.
- Speed tables and raised crosswalks and intersections can be an urban design element through the use of special paving materials.
- Add tactile warning strips at edges to enable site impaired people to detect the crossing.
- Care must be taken in adding drainage.

Raised intersections are one example of a vertical deflection countermeasure. The U.S Department of Transportation Federal Highway Administration has shared the information below. They define a raised intersection as:

essentially a speed table (see photo below) for an entire intersection. Construction involves providing ramps on each intersection approach and elevating the entire intersection to the level of the sidewalk. They can be built with a variety of materials, including asphalt, concrete, or pavers. The crosswalks on each approach are also elevated as a part of the treatment, to enable pedestrians to cross the road at the same level as the sidewalk. This is good for mobility impaired pedestrians but may cause problems for the sight impaired if they cannot detect the curb edge.



Raised pedestrian crosswalks are proven as one of the most effective traffic-calming devices.

According to research by Rebecca L. Sanders of Arizona State University for the National Cooperative Highway Research Program. <http://www.trb.org/Publications/Blurbs/179827.aspx>



### III. Traffic Calming Methods

#### Differentiated Paver Crosswalks



The entire Front Street, Lewes project area received a streetscape rehabilitation, including ADA-compliant sidewalk ramps at every intersection and concrete paver crosswalks.

<https://www.capegazette.com/article/gmb-wins-engineering-excellence-award-lewes-project/217754>, April 12, 2021. Submitted Photos.

#### Art Crosswalks



Photo by: Higher Image, LLC <https://www.mainstreetenid.org/aarp-crosswalk.html>

"Main Street Enid was selected as one of the AARP Community Grant Challenge recipients, focused on enhancing public safety and adding to our community's quality of life. The purpose of this grant is to add traffic calming elements that increase visibility for people of all ages. Downtown Enid is a Certified Cultural District, and these additions will help support our community's presence as a leader in the arts." —<https://www.mainstreetenid.org/aarpcrosswalk.html>



By Rachel Herrick Installed March 2017

In Cambridge, MA, motorists yielding to pedestrians at the raised devices went from approximately 10% before installation of the project to 55% after installation.

Source: <https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/29-30.htm>



Ísafjörður's nifty optical illusion of a crosswalk is designed to get motorists to decrease their speed. And there's potential more three-dimensional painted zebra crossings to come in this remote-but-popular-with-tourists town. (Photo: Gústi Productions/YouTube)

### III. Traffic Calming Methods

#### Continuous Sidewalks

A continuous sidewalk is one that is uninterrupted when coming to an intersection with a road. Instead of dropping down to road level to “cross the road”, pedestrians instead stay at grade, and cars have to “cross the sidewalk”.



Continuous sidewalk and cycle track under construction in Nanaimo, BC. Notice that the street ramps up to the sidewalk and cycle track on both sides.

Source: Beyond the Automobile <https://beyondtheautomobile.com/2021/04/28/side-street-crossings-where-the-sidewalk-ends-but-doesnt-have-to/> (Credit: Roy Symons, @roytheplanner)

Pedestrians have the legal right of way at side street crossings, and yet conventionally these are designed as motor vehicle spaces that pedestrians must cross. Continuous sidewalks change that.

Source: Twitter.com @MattPinder1 Tweet Apr 28 2021

#### Pedestrian Island/Refuge

The Federal Highway Administration defines a pedestrian refuge island as:

A pedestrian refuge island is a median with a refuge area that is intended to help protect pedestrians who are crossing a multilane road. This countermeasure is sometimes referred to as a crossing island, refuge island, or pedestrian island. The presence of a pedestrian refuge island at a midblock location or intersection allows pedestrians to focus on one direction of traffic at a time as they cross, and gives them a place to wait for an adequate gap in oncoming traffic before finishing the second phase of a crossing.



Image Source: <https://www.sciencedirect.com/topics/engineering/traffic-calming>

Source: [https://safety.fhwa.dot.gov/ped\\_bike/step/docs/techSheet\\_PedRefugeIsland2018.pdf](https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_PedRefugeIsland2018.pdf)

### III. Traffic Calming Methods

#### Protected Bike Lanes

The National Association of City Transportation Officials description of protected bike lanes:

One-way protected cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic. A one-way protected cycle track may be combined with a parking lane or other barrier between the cycle track and the motor vehicle travel lane.

Source: <https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/>



Image Source: Roy Symons @RoyThePlanner

#### Curb Extensions/Bulb-Outs/Bump-Outs

Curb extensions or bulb-outs (or bump-outs) extend the sidewalk or curb face into the parking lane at an intersection. When placed on the bicycle boulevard, they visually narrow the roadway. Curb extensions on the cross street act as a minor street crossing. All curb extensions reduce the crossing distance for pedestrians, can increase the amount of space available for street furniture and trees, and can act as stormwater management features.

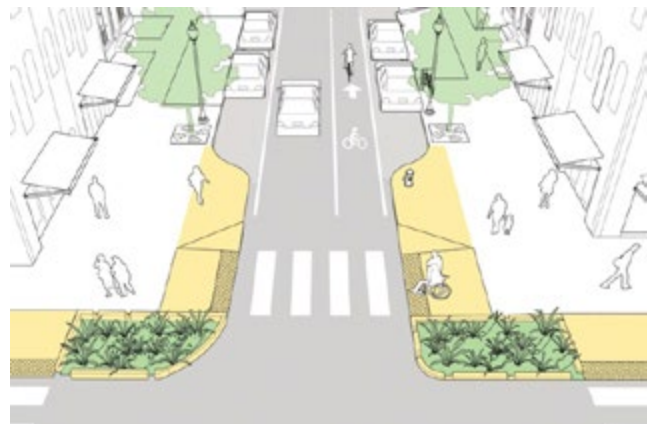


Image Source: NACTO



Image Source: NACTO.org



Image Source: <https://azmag.gov/Programs/Transportation/Active-Transportation/Active-Transportation-Plan/Active-Transportation-Toolbox/Intersections-and-Street-Crossings/Curb-Extensions>



### III. Traffic Calming Methods

#### Shark's Teeth, Give Way Lines, Yield Triangles

Known by a variety of names, Shark's Teeth have been painted in advance of many crosswalks in heavily traveled areas, especially in business districts and around schools. These are a series of triangles in a row painted on the road, as you approach a crosswalk in a vehicle. These show where a car is supposed to yield to a pedestrian in the crosswalk, in order to safely stop in advance of the crosswalk.

Source: <https://www.cityofmelrose.org/home/news/roadway-markings-and-traffic-changes-some-reminders>



Image Source: <https://www.cityofmelrose.org/home/news/roadway-markings-and-traffic-changes-some-reminders>



#### Tactile Pavers

Tactile paving (also called Tenji blocks, truncated domes, detectable warnings, tactile tiles, tactile ground surface indicators, tactile walking surface indicators, or detectable warning surfaces) is a system of textured ground surface indicators found on footpaths, stairs and railway station platforms, to assist pedestrians who are vision impaired.

Tactile warnings provide a distinctive surface pattern of truncated domes, cones or bars, detectable by a long cane or underfoot, which are used to alert the vision-impaired of approaching streets and hazardous surface or grade changes.

Tactile pavers are not only useful for the visually impaired, they are useful when teaching children how to navigate a sidewalk network.



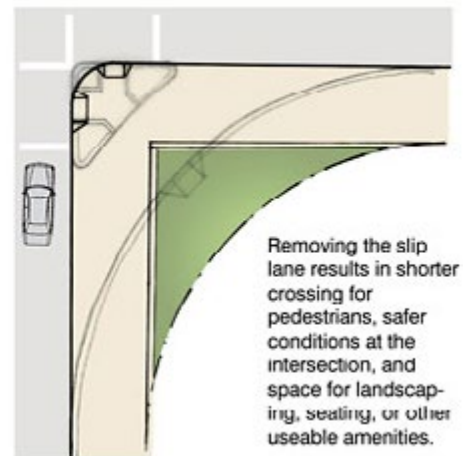
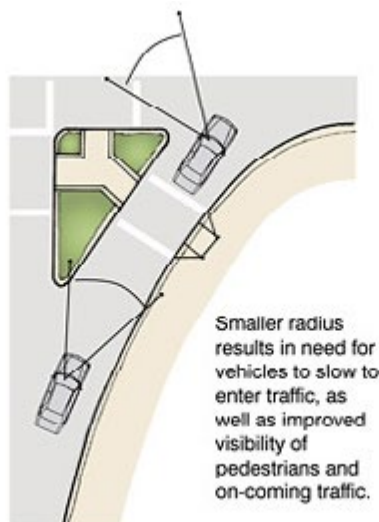
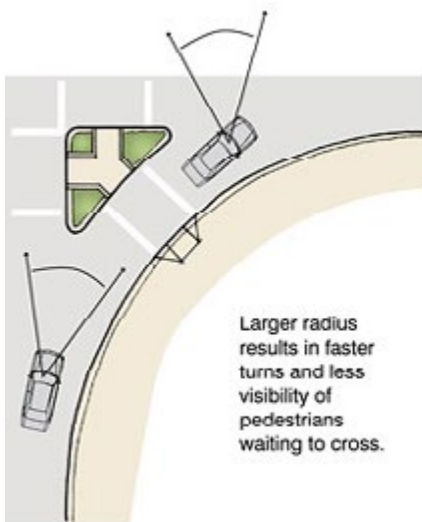
Source: [https://en.wikipedia.org/wiki/Tactile\\_paving](https://en.wikipedia.org/wiki/Tactile_paving)

### III. Traffic Calming Methods

#### Slip Lane

A slip lane or slip road is a road at a junction that allows people to change roads without actually entering an intersection. They are primary seen at the junction of two busy roads, as an entrance to a busy highway such as a dual carriageway and are the only means to join a motorway.

Milton has a slip lane in the town center for motor vehicles turning right from Union Street onto Federal Street.



<https://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/medians-and-islands/>

### III. Traffic Calming Methods

#### Snowy Weather Considerations

The National Association of City Transportation Officials website also notes that:

In cities with snowy winters, traffic calming should be designed to minimize impacts to snow removal operations through the use of reflective delineators on horizontal treatments and sinusoidal transitions to vertical treatments that allow plow blades to track over the change in elevation. Temporary traffic control devices can be used and may be removed in the winter, when speeds are generally slower.

# IV

## **Local Area Efforts for Traffic Mitigation**



## IV. Local Area Efforts for Traffic Mitigation

### Seaford, DE — 15 mph Speed Limit

MONDAY, APRIL 19, 2021

DELAWARE STATE NEWS | THE STATE CAPITAL DAILY

3

## Speed limit dropping to 15 mph on many Seaford streets

By Glenn Rolfe  
Delaware State News

SEAFORD — Motorists in Seaford beware!

The posted speed limit for a dozen city-maintained roadways in quadrants of Seaford will soon be lowered to 15 mph, a reduction recommended by Seaford Police Chief Marshall Craft and approved by council to address safety and mitigate traffic related accidents.

Effective Monday, April 26, the speed limit will be lowered from 25 mph to 15 mph for the following streets: Pine, Arch, Pearl, East King, East Poplar, East Spruce, East Locust, Beach, 3rd, 4th, 5th and 6th.

Areas impacted are bordered by Cedar Avenue, High Street, Market Street and Stein Highway, none of which are affected by the speed limit reduction. In addition, North Cornwell and North Cannon streets are not included in the speed reduction.

City council at its Dec. 8, 2020 meeting approved the speed reduction following a presentation by Chief Craft on the proposed locations for speed reduction, based on crash/traffic citation summaries and data.

"It's not that anybody wanted to reduce the speed limit," said Chief Craft. "It's just that at some point you have to do something."

Chief Craft said traffic initiatives revealed the overwhelming cause of crashes, complaints and safety issues was due to narrow roads, high density and a speed limit too fast for the existing road conditions.

Parking on both sides of these narrow streets, some of which are designated one way, factor into the safety issue.

Doing away with parking on both sides is not doable, Chief Craft said, because of the number of people, including children who reside in those areas. Street widening by moving curbing closer to the sidewalks is cost prohibitive, Chief Craft said.

At the December council meeting, it was decided to implement these speed limit changes sometime in the spring to allow ample time to inform the community.

Chief Craft said in many cases motorists are not actually exceeding the posted speed limit. However, the narrow streets and parking congestion give the impression of excessive speed.

"The concern is with the speeding complaints and cars are not necessarily going excessive when we were there; you can't ticket somebody going the speed limit. And if it looks like they are going too fast and they are going too fast for the road conditions, then you have to lower the speed limit," Chief Craft said.

"Studies around the country ... will tell you about 80 percent of the population tends to abide by the posted speeds. Twenty percent tend to speed about 10 mph over the speed limit," Chief Craft said. "But, by changing it, the idea is you're going to reduce the amount of violations, ideally. If they are speeding, they are going to be going 25 mph rather than 35 mph."

The police department has utilized bicycle patrols in monitoring these areas, and the city and de-



On-street parking on both sides of narrow streets is among the reasons that the speed limit for a dozen streets in a quadrant of Seaford will soon be lowered from 25 mph to 15 mph.



The speed limit for a dozen streets in a section of Seaford is being lowered to 15 mph from 25 mph, effective April 26. The reduction is based on safety concerns due to narrowness and street parking.

partment may consider portable speed bumps.

"Our calls for service have significantly gone up," Chief Craft said. "Our primary objective is life safety. We had experienced a large amount of crime last year as far as aggravated assaults, shootings and things that we have had to deal with. Our calls were not allowing us to be everywhere in the city for traffic enforcement."

Signage has been put in place

along with other forms of notifying residents and motorists of the reduction.

"We'd rather do it through education and then engagement before enforcement. That's why you see the signs. Hopefully we'll write some warnings instead of tickets originally to try to get people to comply," Chief Craft said. "You're still going to have a percentage of folks that just aren't going to abide by that. They are the ones that are

going to get cited."

Chief Craft emphasized the intent is not trying to cite people and give people tickets.

"We're hoping that the education and the engagement that we are going to do will help eliminate a lot of it," Chief Craft said. "We want to focus a lot more this year on traffic safety while we're also focusing on crime and also community engagement and community policing."

## IV. Local Area Efforts for Traffic Mitigation

### Ordinance No. 2019-003 – 15 mph

***Town of Milton***  
115 Federal Street  
Milton, DE 19968



[www.milton.delaware.gov](http://www.milton.delaware.gov)  
Phone: 302-684-4110  
Fax: 302-684-8999

#### ORDINANCE NO. 2019-003

#### AN ORDINANCE TO RATIFY AN AMENDMENT TO THE MILTON TOWN CODE, SECTION 209-102, ENTITLED "SPEED LIMITS ESTABLISHED"

**WHEREAS**, the Town Charter of the Town of Milton authorizes the Town Council to provide for and preserve the health, cleanliness, ornament, good order and public welfare of the Town, its inhabitants and affairs; and

**WHEREAS**, the Town Charter of the Town of Milton authorizes the Town Council to regulate, change, and alter the use or prevent the use of any new or present street, lane or alley; and

**WHEREAS**, the Town of Milton currently has an Ordinance providing for proper regulation of vehicles and traffic, codified as Town Code Chapter 209; and

**WHEREAS**, the Mayor and Town Council of Milton voted on February 4, 2019, to amend its regulations regarding the speed limit in certain areas and seeks to ratify and codify those amendments;

**NOW THEREFORE, BE IT ENACTED AND ORDAINED**, by the Town Council of the Town of Milton, a majority thereof concurring, that the following revisions hereby be incorporated into Chapter 209, § 209-102.

Section 1. Amend § 209-102 of the Town Code by making additions as shown by underline and deletions shown by strikethrough as follows:

§ 209-102. Speed limits established.

Where no special hazard exists, the following speeds shall be lawful, but any speed in excess of such limits shall be absolute evidence that the speed is not reasonable or prudent and that it is unlawful.

A. All types of vehicles:

(1) Twenty-five miles per hour in any business district.

(2) Twenty-five miles per hour in any residential district except the following:

(a) Coulter Street between Walnut Street and Collins ~~Street~~ it shall be 15 miles per hour.

(b) Tilney Street shall be 15 miles per hour.

(c) Clifton Street shall be 15 miles per hour.

(d) Reed Street between Clifton Street and Tilney Street shall be 15 miles per hour.

(e) Cannery Village shall be 15 miles per hour.

(3) Twenty miles per hour at all school crossings where 20 m.p.h. regulatory signs are in effect during specific periods.



## IV. Local Area Efforts for Traffic Mitigation

### Bike Lanes “Pop Up” in Milford

[www.wrde.com/story/44109649/bike-lanes-pop-up-in-milford](http://www.wrde.com/story/44109649/bike-lanes-pop-up-in-milford)

June 15th, 2021 5:42 PM EDT

By Cassandra Semyon

MILFORD, De. - While there were no bicyclists today along Marshall Street in Milford, city officials are hoping these new bike lanes that are being installed will encourage people to explore their community in a new way.

A pop up bicycle lane demonstration is calling Marshall Street home for the next two weeks to test drive a potential permanent biking plan to downtown Milford. The city has been working to update its bicycle plan over the last 18 months, and during the research, city officials identified the street as a key artery for bike traffic through the city.

“Anything to bring the community out and have an experience, it’s definitely a community builder,” explained Sara Pletcher, Economic Development and Community Engagement Administrator for the city. “We want to be a bike friendly town. There is investment behind that, and this opportunity lets us know the investment is worth it, and that we’re going to be putting our tax dollars where the community is going to use it and take advantage of it.”

The pop up is a partnership between the city, the University of Delaware’s Living Lab, and DelDOT. Today, crews were out painting bike lanes, directional signs on the ground, and constructing curb structures to protect the new lanes.

“Some folks at DelDOT made us aware of a co-op between the University of Delaware and DelDOT that do these pop up projects, these pop up demonstrations that will temporarily display bi-

cycle infrastructure, to give the community a little bit of an idea of what could occur on their roadway,” explained Rob Pierce, Planning Director for the city. “Our comprehensive plan that we update every 10 years has a lot of goals and objectives related to making the community more pedestrian and cyclist oriented. So we want to promote those alternate modes of transportation - we have several projects going on throughout town that would enhance that: our sidewalk repair program, a streetscape project on northeast front street. So we just kind want to kind of keep building upon that momentum and get people out riding more and feeling more safe. And we kind of want to create these designated bike paths that don’t have people riding with traffic so all riders feel comfortable.”

Similar pop up demonstrations through the Living Lab have been successful in New Castle, according to graduate student Erin Fogarty, and the project allows the city to test out the bike lanes and get resident feedback before making a long term investment.

“Delaware is a very car dependent state, and so we do these projects to make it a little easier for people to be able to walk where they are going, bike where they’re going, take their skateboard, even just walk their dogs,” explained Fogarty. “We do this to try and make Delaware more friendly towards multi-modal transportation.”

For now, the pop up will keep residents from parking along the bike lane side of Marshall Street, but only for 2 weeks. The pop up will run until July 2nd. The city is looking for feedback on the project from both those who utilize the bike paths and those who live in Milford. You can give your thoughts on the project by clicking [here](#).

## IV. Local Area Efforts for Traffic Mitigation

### Bike Lanes for Holiday Traffic — Lewes, DE, Sunday, July 4, 2021

Drivers will not be able to cross the two main bridges to get to Lewes Beach the evening of Sunday, July 4. The bridges will remain open to pedestrians and bicyclists.

The Savannah Road Bridge will close at 7 p.m., and the Freeman Highway bridge (Route 9 toward the ferry) will close at 8 p.m.

All traffic leaving Lewes Beach will go west on Savannah Road after the fireworks. No turns will be allowed onto Gills Neck Road, Pilottown Road and King's Highway to keep traffic moving.

Traffic on Cape Henlopen Drive will leave via the Freeman Highway.

# IV. Local Area Efforts for Traffic Mitigation

## Milton Truck Bypass

Construction of a truck bypass along the route of DE 5 Alt. was completed in 2005 in order to reduce truck traffic along DE 5 through Milton after decades of complaints about the truck traffic using SR 5. This project made improvements to Sand Hill Road and DE 30 to upgrade the route to a truck bypass including intersection improvements at DE 5 and Sand Hill Road and DE 30 and Sand Hill Road, reconstructing Sand Hill Road, and replacing a bridge.

STATE OF DELAWARE


DEPARTMENT OF TRANSPORTATION

CAPITAL TRANSPORTATION PROGRAM

MILTON TRUCK BYPASS, SR 5, HARBESON ROAD TO SR 30, ISAACS ROAD [Project No. 21-046-01]

**PROJECT SCOPE/DESCRIPTION:** This project establishes a truck bypass route around Milton. The following improvements are planned in support of the previous area study:

- A. **Bridge 3-806** – This bridge is structurally sound, but functionally obsolete. Bridge and spillway will be replaced.
- B. **Intersection Improvements at SR 5, Harbeson Road and S319, Airport Road** – This intersection is difficult for trucks to navigate. In addition, the road at this intersection “dips.”
- C. **Intersection Improvements at SR 30, Isaacs Road and S319, Airport Road** – This stop sign intersection is difficult for trucks to maneuver. Left and right turning lanes are needed.
- D. **S319, Airport Road** – This roadbed is inadequate for truck traffic and needs to be reconstructed with eight-foot shoulders to handle truck and vehicular traffic.



**PROJECT JUSTIFICATION:** For over 20 years, the Town of Milton has complained about the truck traffic using SR 5, Harbeson Road through the town detracting from the local quality of life. The constant rumbling of trucks using SR 5, Harbeson Road causes deterioration to houses adjacent to SR 5, Harbeson Road, some of which are historically significant. In addition, truck traffic conflicts with pedestrian safety and maintenance of town utilities located under the SR 5, Harbeson Road roadbed.

Area truckers, despite the town’s opposition, continue to use SR 5, Harbeson Road through the heart of town to access SR 1 northbound. Truckers complain that the existing roads and linkages outside town are inadequate to meet their needs for safe and efficient truck travel. In the fall of 1998, DelDOT’s Bureau of Traffic posted Alternative Truck Route signs that directed trucks to the designated route around town. However, because the voluntary route does not meet truck traffic standards, use of this route cannot be enforced. Therefore, until the bypass improvements are completed, the truck traffic problem in town will continue.

County:

Municipality:

Funding Program:

Functional Category:

Representative District:




Senatorial District:

Sussex

Road System – Locals Management

36

19



5 - 84

32

Milton Traffic Calming Advisory Ad Hoc Report 2021

## IV. Local Area Efforts for Traffic Mitigation

### DelDOT: Coastal Corridors Study

In spring 2019, the Coastal Corridors Study began its study of east–west travel patterns in Sussex County including, but not limited to, Route 404. Milton is part of this study.

Initial steps in the study will identify those east–west routes/corridors in northwestern Sussex County that are currently congested or are at risk for congestion based on anticipated growth. A number of factors will be considered, such as:

- Longer trips from the Chesapeake Bay Bridge to the Delaware beaches and even Ocean City, Maryland
- Regional traffic between Maryland’s Eastern Shore and Sussex County
- Local east-west traffic within the northwestern part of Sussex County

#### Project Timeline

- Fall 2020: Conduct Listening Sessions
- Early 2021: Begin Public Outreach





## IV. Local Area Efforts for Traffic Mitigation

### Lewes, DE: Bicycle & Pedestrian Advisory Committee

#### **Lewes Bicycle & Pedestrian Advisory Committee Comprehensive Plan**

The purpose of the *Lewes Comprehensive Bicycle & Pedestrian Plan* is to create a community that encourages people to do more walking and bicycling and to provide a continuous, safe bicycle and pedestrian network that ensures a contemporary pedestrian-friendly environment for visitors and residents alike. Safe, well-designed pedestrian walkways and bikeways will encourage residents and visitor to adopt a healthy lifestyle, will reduce the number of vehicles on City streets as well as the need to create more parking spaces in the City of Lewes.

In order to accommodate and encourage safe pedestrian travel within the city limits of Lewes, the Mayor and Council hereby adopt an official Bicycle & Pedestrian Policy for the City of Lewes.

##### **1. PEDESTRIAN CROSSWALKS:**

- a) All painted or applied crosswalk and pedestrian road markings shall be consistent in design and properly aligned at all intersections.
- b) Within the historic downtown district, special textured sidewalks, specifically designed to calm traffic while retaining an aesthetic appeal compatible with their surroundings shall be constructed at key locations within the district.
- c) Crosswalks shall be wide enough to permit a minimum of three abreast. Also traffic bars shall be placed on the roadway three feet of either side of pedestrian crosswalks to provide stopping space and a safety buffer for pedestrians.
- d) Appropriate signs shall be located near all crosswalks and shall instruct motorists of the City of Lewes law that they must yield to pedestrians in the crosswalk. The Lewes Police shall enforce this designation and issue warnings or citations as appropriate for infractions.

##### **2. PLANNING COORDINATION:**

- a) Bicyclist and pedestrian well being and safety shall be a cooperative undertaking. All City employees, working committees, agencies and ordinance review committees of the City of Lewes shall, where applicable, consider pedestrian safety in their plans and developments. These include, but are not limited to, the Board of Public Works, the Parks & Recreation Committee, the Lewes Planning Commission, the City Building Official, the Mayor & Council, and any group or individual responsible for effecting or enforcing actions that may have an impact on pedestrian safety.
- b) Prior to and following the peak tourist season from May 1 to September 30, a cooperative effort shall be made to ensure continuity of safe bicycle and pedestrian travel throughout Lewes from season to season. The Lewes Bicycle & Pedestrian Advisory Committee (LBPAAC) shall meet no fewer than bimonthly beginning in January and shall be comprised of five members appointed by the Mayor and approved by City Council. One member of City Council and one officer from the Lewes Police Department shall serve as ex-officio members of the LBPAAC. Its primary aim will be to identify hazardous conditions or unsafe walkways, recommend crosswalk repairs, improvements, modifications or additions.
- c) The Committee will also assess visitor and resident feedback regarding pedestrian safety and initiate appropriate action for review by the Mayor & Council. This committee will also identify any other areas that may affect concerns such as crosswalk use or bicycling and pedestrian safety and recommend solutions that meet the stated purpose of the City's Pedestrian Plan.



## IV. Local Area Efforts for Traffic Mitigation

### 3. SIDEWALK DESIGN:

- a) Where feasible, sidewalks shall be wide enough (5-feet minimum) to accommodate pedestrian travel three abreast. Also, signs and lighting as well as other utilities shall not impair or obstruct such travel or create unsafe walking conditions. Sign height along a sidewalk, for example, shall be more than 84 inches from the bottom of the sign to the pavement surface.
- b) The City shall install, where appropriate, bike racks, benches, plantings and the like to encourage and enhance the cycling and walking experience and provide a pleasant environment for pedestrian travel.
- c) The Lewes Bicycle & Pedestrian Advisory Committee shall review curbing at all intersections within the City in order to meet ADA standards and remove any obstacles that interfere with pedestrian travel.

### 4. EDUCATION AND ENFORCEMENT:

- a) The Lewes Police Department shall enforce "Yield to Pedestrians" in the crosswalk especially in high traffic areas in the downtown business district as well as in other high pedestrian traffic spots such as at Cape Henlopen Drive and Savannah Road, Beebe Hospital, the IGA, the Lewes Library and Huling Cove.
- b) An annual effort shall be made by the City of educate residents and visitors alike about the need for pedestrian safety. For example, declaring July Bicycle & Pedestrian Safety Month, City tax bills may contain walking safety slogans or be accompanied by the City Pedestrian Safety brochure or similar safety literature. Special walking events, radio spots (during Bicycle & Pedestrian Safety Month) or other public activities may be conducted to create awareness and promote community involvement.

### 5. IMPLEMENTATION:

- a) The Lewes Bicycle & Pedestrian Advisory Committee shall make recommendations regarding any amendment to City ordinances or how the Pedestrian Policy is to comply with the Comprehensive Long Range Plan. Implementation of any ordinances or appointments to the LBPAC will be at the discretion of the Mayor and City Council.

Approved: August 1989  
Updated: December 2005  
Updated: July 2010

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# V Milton's Data

## V. Milton's Data

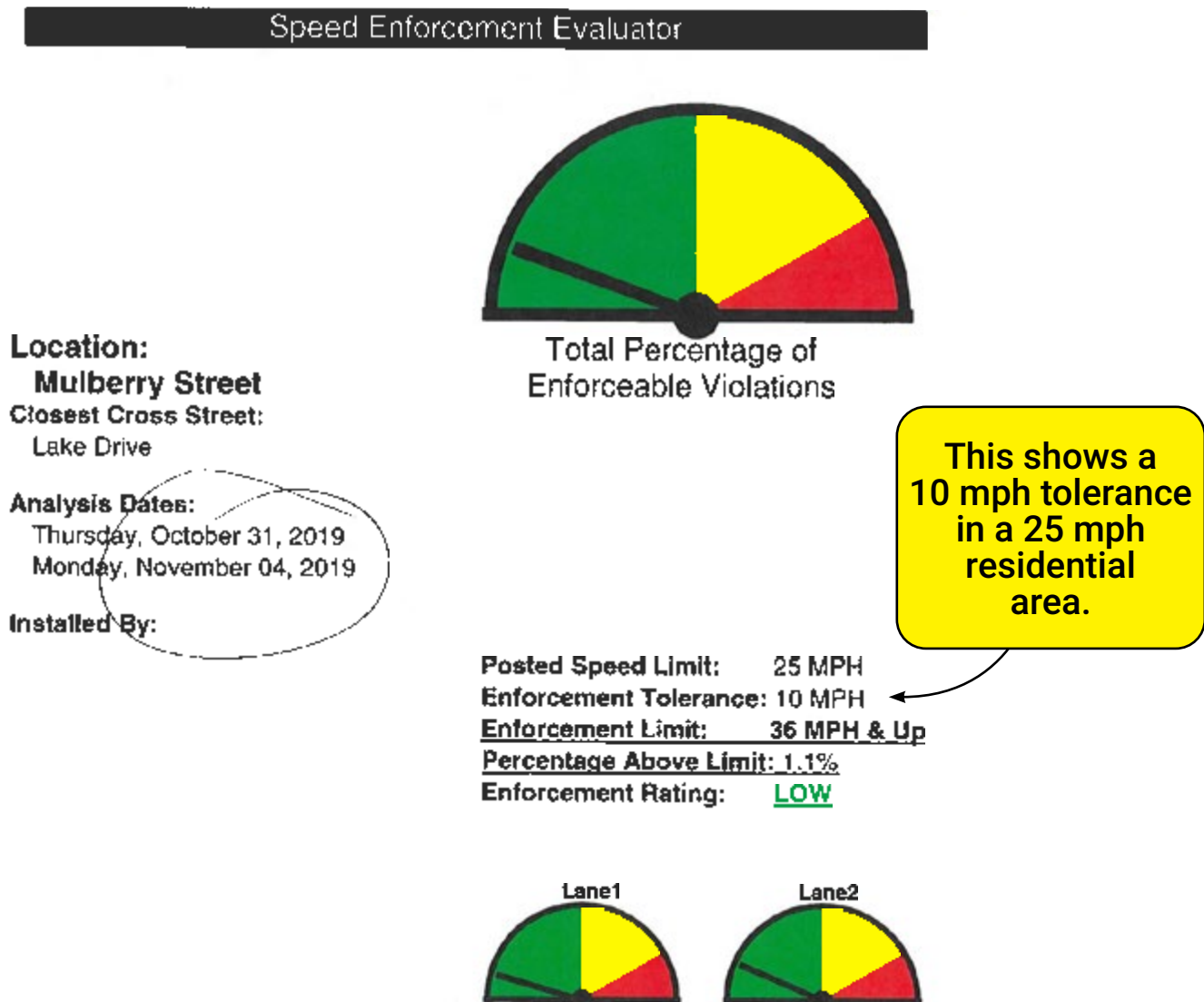
### 2019 Speed Data

Upon request the TCC was provided with the following speed data collected on Mulberry Street from 2019 (see dates circled below.) It was produced with a covert data collection device that was borrowed from the Millsboro Police Department.

The TCC requested additional data, but was not provided with any for the following: Ticketing & Types of Violations, Accident Locations & Accident History

These graphics make it seem as though there isn't much speeding; however, upon inspection concerns are evident.

**These graphics are very misleading as they show the percentage above the Enforcement Limit, not the percentage above the Speed Limit.** In everyday terms, allowing speeds 40% and 56% faster than the posted speed limit.



## V. Milton's Data

Percent Above Limit: 0.1% Enforcement Rating: <b>LOW</b>														Percent Above Limit: 0.2% Enforcement Rating: <b>LOW</b>	
<b>Combined</b>															
1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65		
0	271	1203	832	4724	6533	1414	159	11	0	0	0	0	0		
85 percentile = 29															
<b>Lane1</b>															
1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65		
0	264	624	362	2078	3221	640	80	5	0	0	0	0	0		
85 percentile = 29															
<b>Lane2</b>															
1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65		
0	7	579	470	2646	3312	774	99	6	0	0	0	0	0		
85 percentile = 29															

**COMBINED IS TOTAL VEHICLES IN BOTH DIRECTIONS.**

### Speed Enforcement Evaluator

**Location:**  
**Mulberry Street**  
**Closest Cross Street:**  
 Lake Drive

**Analysis Dates:**  
 Thursday, October 31, 2019  
 Monday, November 04, 2019

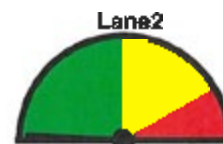
**Installed By:**



Total Percentage of  
Enforceable Violations

This shows a  
14 mph tolerance  
in a 25 mph  
residential  
area.

Posted Speed Limit: 25 MPH  
 Enforcement Tolerance: 14 MPH  
 Enforcement Limit: 40 MPH & Up  
 Percentage Above Limit: 0.1%  
 Enforcement Rating: **LOW**





## V. Milton's Data

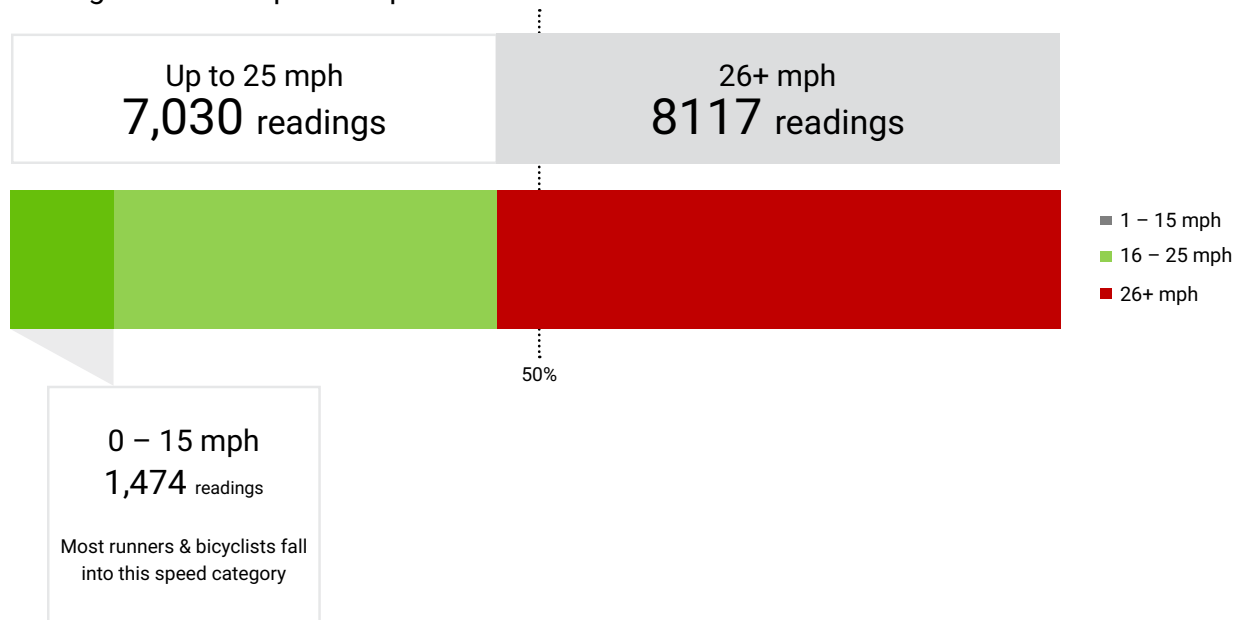
### The same 2019 speed data with a different type of chart

The TCC's townwide traffic survey found that speeding was the highest concern for Milton residents. The data supports their reported concerns.

From the Town's own data, **most** vehicles **are** speeding. See graphic below.

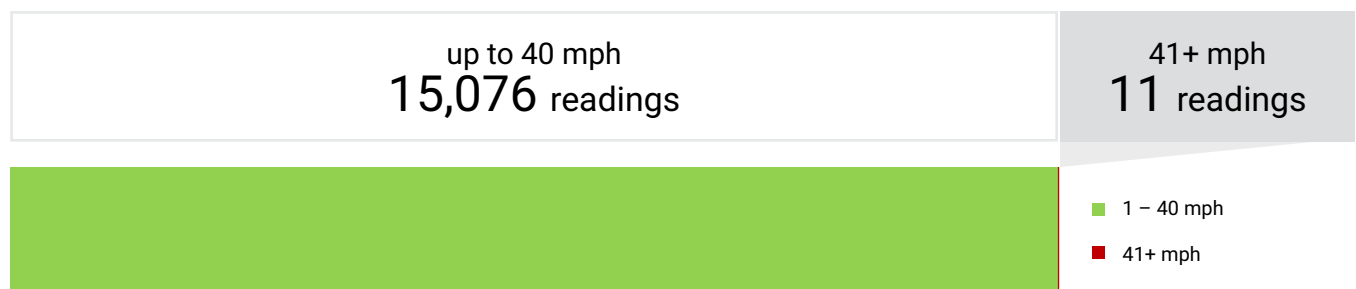
### 0 mph Tolerance

0% higher than the posted speed limit



### 14 mph Tolerance

56% higher than the posted speed limit



## 2021 Traffic Survey Charts

The TCC conducted a town-wide survey in the first quarter of 2021 to identify issues and problem areas. The committee used this survey data to create Walk Audits Zones. Recommendations for improving safety and efficiency are for all modes of transportation—motor vehicle drivers, bicyclists, pedestrians, wheelchair users, public transit users, skateboarders... everyone.

Result charts are on the following pages and the full survey results can be found on page 119 and on the Town's website.

1,850 surveys were distributed to property owners, rental addressees, schools, churches, and local businesses in late January and early February 2021. Surveys were collected by mail, e-mail, drop-off at town hall and hand delivered to committee members.

The survey was closed on April 7, 2021.

206 surveys were returned resulting in a return rate of 11%. "A 10-15% response rate for external surveys is considered average," per Quora.com

**The Milton Traffic-Calming Advisory AD HOC Committee** has been tasked with addressing traffic concerns in the Town of Milton.

The committee kindly asks that you, as a member of our lovely community, help us identify issues and problem areas that we should focus on in generating ideas and suggestions for improvement.

The committee will use this survey in creating a multi-faceted plan for improving safety and efficiency for all modes of transportation—vehicles, bicycles, pedestrians, wheelchair users, scooters, skateboarders, everyone. Our plan will be passed on to the Mayor & Town Council for review in July 2021.

**How to submit this survey:**  
**Mail:** Milton Town Hall, 115 Federal Street, Milton, DE 19968  
**In-Person:** Mail slot on the back door of Town Hall  
**Email:** CouncilWomanMeredith@ci.milton.de.us  
*Take a picture of this form with a smartphone and email it.*  
**This survey can be anonymous,** but if you would like a member of the Committee to follow-up with you, please include your contact info:  
**Name:** \_\_\_\_\_  
**Contact Info:** \_\_\_\_\_

**How do you travel around town?** Circle all that apply.

**Please rate your traffic-related concerns:**

	VERY MUCH	Yes	Sure, but it's not pressing	No	NO WAY!
1. Should the Town of Milton address traffic safety issues?					
2. Is traffic speed a concern to you?					
3. Would you support lowering all speed limits town-wide?					
4. Would you support lowering the speed limit for trucks over 2 axles?					
5. In general, is the amount of traffic a concern for you?					
6. Specifically, is the amount of Large Truck Traffic a concern?					
7. Do you feel pedestrian safety needs improvement?					
8. Is safety at residential intersections a concern?					
9. Is addressing sound pollution a concern?					
10. Would more crosswalks or improved crosswalks help you feel safer? Where? <small>Please list on back of form.</small>					
11. Would more stop signs help you feel safer? Where? <small>Please list on back of form.</small>					
12. Would you support installing new signs for directing traffic to local attractions? (i.e. parks, theater, brewery) <small>Please list locations to include on signs on back of form.</small>					

Your feedback is welcomed any time, please contact one of our committee members or Milton Town Hall with questions.

**My 3 Biggest Concerns are:**

☐ Speeding  
☐ Congestion  
☐ Pedestrian access/safety (sidewalks)  
☐ Biking access/safety  
☐ Signs

☐ Dangerous traffic patterns including intersections  
☐ Access for people with disabilities  
☐ Parking

☐ Commercial traffic  
☐ Lighting  
☐ Public transportation  
☐ Distracted driving

**Do you know of any specific visibility issues?**  
**Where and whose view is obstructed?**  
(can be any mode of transportation) Please use back of form or email: CouncilWomanMeredith@ci.milton.de.us

**Do you have any specific traffic concerns in the Town of Milton you would like to elaborate on or that you'd like the Traffic-Calming AD HOC Committee to address?**  
(can be any mode of transportation) Please use back of form or email: CouncilWomanMeredith@ci.milton.de.us

**The Milton Traffic-Calming Advisory AD HOC Committee**

Next meeting: **February 24, 2021, 6:30pm @ Cannery Village Clubhouse**

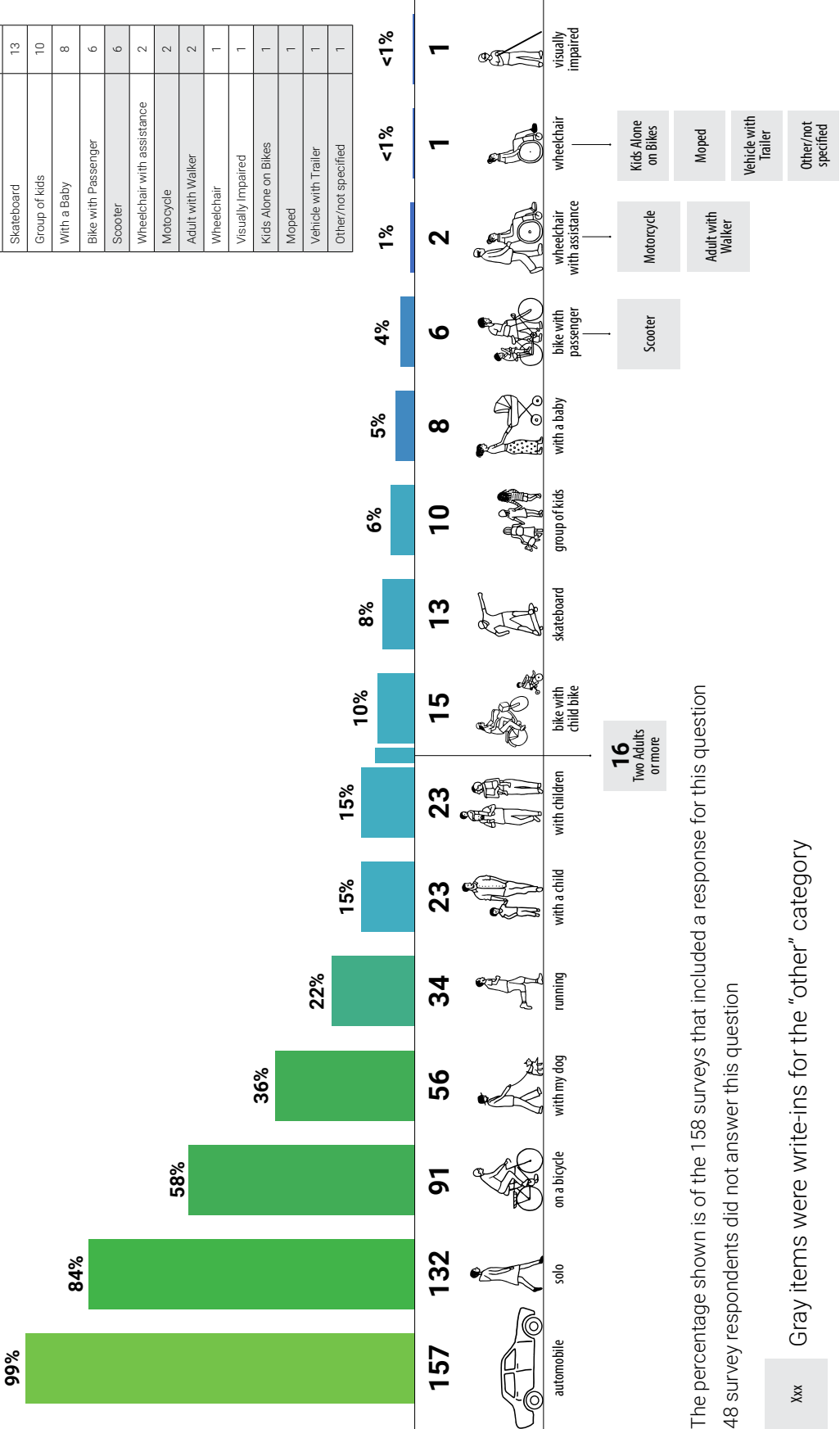
Councilwoman Randi Meredith, Chair  
 Bonnie Bloomquist, Secretary  
 Lisa Falzarano  
 Susan Fewell  
 Mary Quigley  
 Hunter Willis  
 Chief Harvey, Milton PD  
 Greg Wingo, Public Works Supervisor

All meetings are open to the public and can be attended virtually. Connection instructions are on the agenda. Please confirm the date and time on [milton.delaware.gov](http://milton.delaware.gov)

Surveys were distributed to property owners, rental addressees, schools, churches, and local businesses in late January and early February 2021.

# How do you travel around town?

Survey respondents could circle all that apply



The percentage shown is of the 158 surveys that included a response for this question  
48 survey respondents did not answer this question

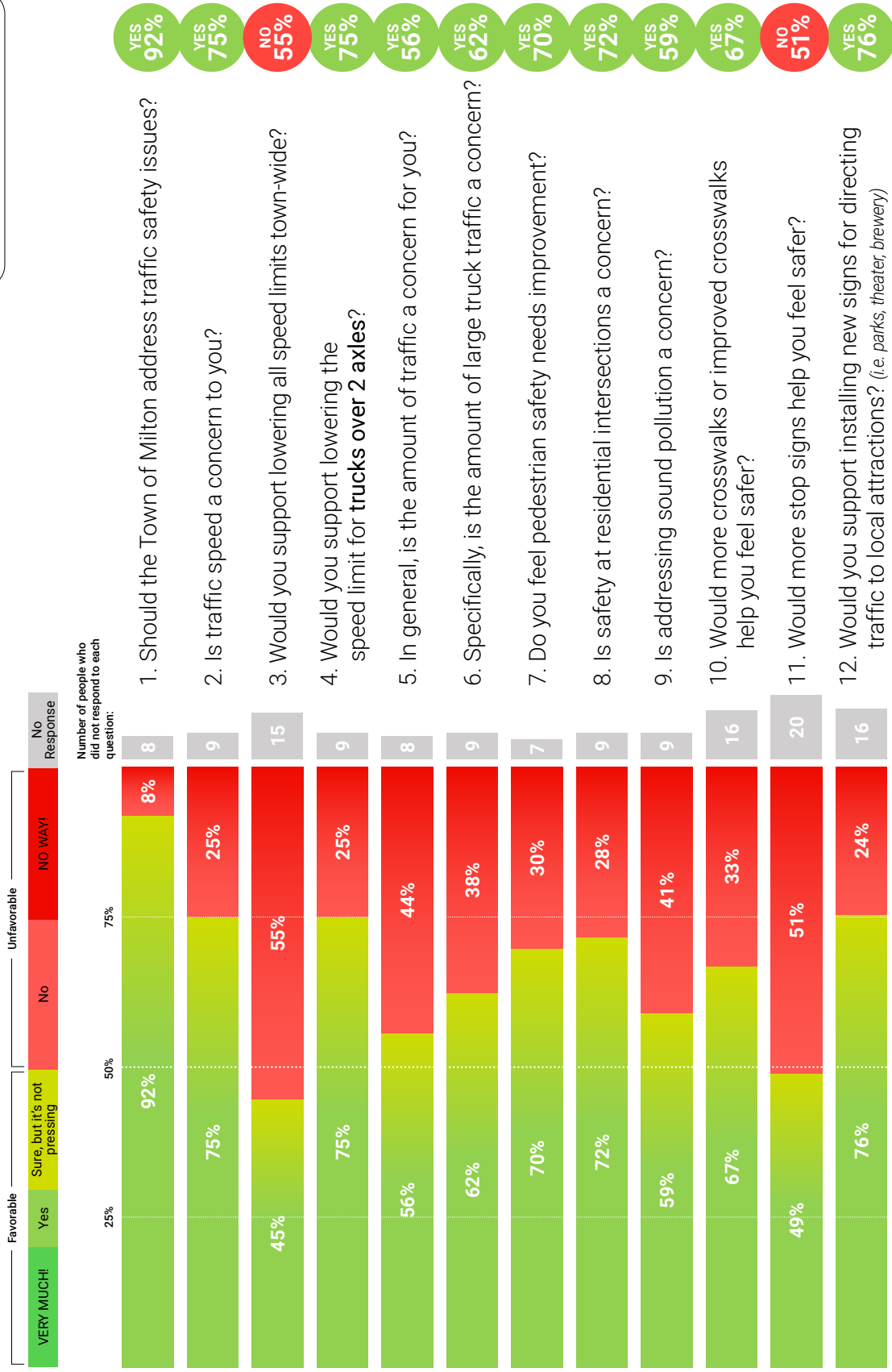
Xxx

Gray items were write-ins for the "other" category

# Rate your traffic-related concerns:

Favorable v. Unfavorable via Semantic Differential Tally

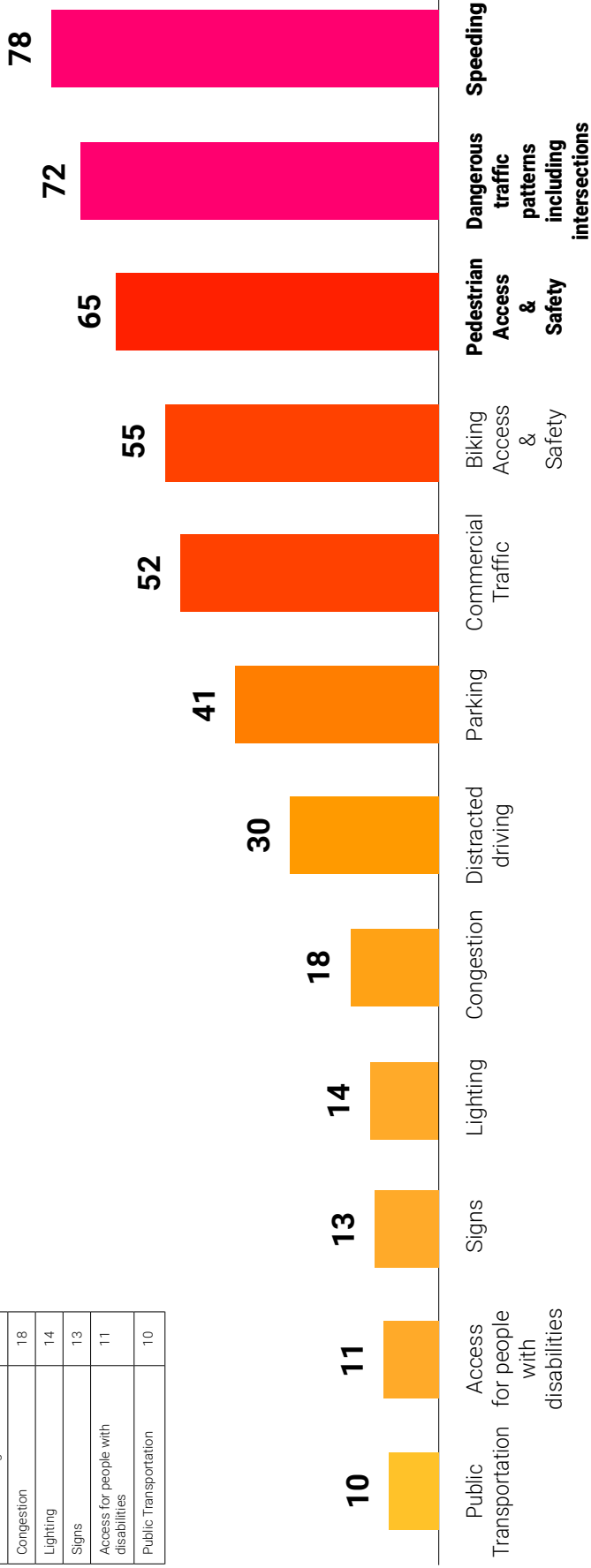
**What's a Semantic Differential?**  
It's a type of a rating scale designed to measure people's emotional attitude towards a topic.



# My 3 Biggest Concerns are:

Survey respondents were to select up to 3 answers from a list

Speeding	78
Dangerous traffic patterns including intersections	72
Pedestrian access/Safety	65
Biking access/safety	55
Commercial Traffic	52
Parking	41
Distracted driving	30
Congestion	18
Lighting	14
Signs	13
Access for people with disabilities	11
Public Transportation	10



156 surveys had at least one selection for this question

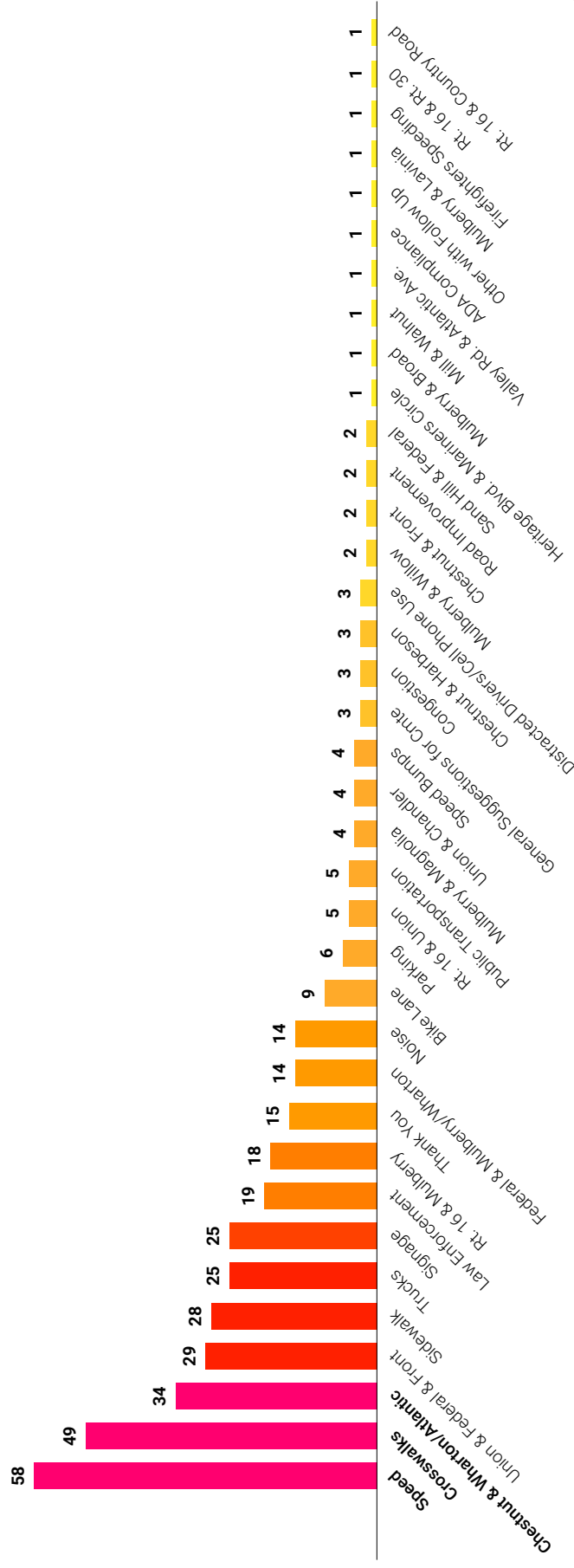
50 surveys did not included selections for this question

A few surveys included more than 3 selections



# Specific Traffic Concerns

Write-In Answers listed by greatest number of comments received



We received 412 write-in comments

Some comments included more than one concern and so they are listed more than once. For example: "The truck traffic & speed on Federal Street is harming the historical character of the town" is categorized under "Trucks" and "Speed".

We received 22 "other" comments that were not specific traffic concerns but are included in the total number of comments received.

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# VI

## **Recommendations: Part 1 High Priority Categories**

## VI. Recommendations: Part 1

### Recommendations

The TCC has taken into consideration the concerns of the community, expressed in surveys, and the conditions of infrastructure, discovered through Walk Audits, and compiled them into two lists of recommendations.

**Recommendations: Part 1** contains High Priority Categories identified in our Townwide Survey along with Short-listed items that would have immediate impacts when implemented. It also contains those which require the most time to implement due to the recommended feasibility study.

**Recommendations: Part 2** is a comprehensive list of issues and corresponding recommendations discovered during Walk Audits. (*The recommendations from Part 1 are included in Part 2, content will overlap.*)

All recommendations gathered during Walk Audits are included to keep future committees from having to do work that has already been done and to share with the Mayor and Town Council the totality of the data collected.

### Priority Categories and Short-Listed Items

#### 1. Speed Reduction

- A. Radar Signs
- B. Split Speed Limit
- C. Speed Limit Signage

#### 2. Truck Traffic Management

- A. Alt Route 5 Signage
- B. Dogfish Head Truck Signage
- C. Intersection of Federal Street & Mulberry Street

#### 3. Pedestrian Safety & Access

- A. Post Office Access
- B. Raised Crosswalks
- C. Differentiated Crosswalks
- D. Crosswalk Maintenance

#### 4. Signage

- A. Magnolia Street Parking Lot
- B. Speed Limit Signage
- C. In-Street Pedestrian Crossing

#### 5. Intersection Improvements

- A. Chestnut Street & Wharton/Atlantic
- B. Union Street & Federal Street
- C. Mulberry Street & Magnolia Street

#### 6. Feasibility Study

- A. Traffic Patterns, Multi-modal Accessibility and Beautification

# 1 Speed Reduction

---

### A. Radar Signs

- Solar (preferred)
- Permanently Installed

- Proven Traffic-Calming Method
- Milton has had great results with our mobile units
- Easy speed data collection
- Permanently installed Radar Signs would reduce the burden on law enforcement officers

#### Federal Street

- Facing Inbound Traffic before crossing the Rail Trail
- Facing Outbound Traffic near Coulter Street on approach to the intersection of Federal and Wharton/Mulberry

#### Union Street

- Facing Inbound Traffic near Grace Church
- Facing Outbound Traffic before King's Ice Cream Shop

#### Mulberry Street

- Facing Inbound Traffic at Lake Drive
- Facing Outbound Traffic on the hill by the boat slip

#### Chestnut Street

- Facing Inbound Traffic at Summer Walk Blvd.
- Facing Outbound Traffic at Manship Street

---

### B. Split Speed Limit

- Personal Vehicles 20 mph
- Trucks & Trailer 15 mph



- 75% of town-wide survey respondents support reducing the speed limit for large trucks
- Effectively implemented in other areas
- Reduced speed reduces traffic noise

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### C. Speed Limit Signage

- More frequent placement of Speed Limit Signs

Inform and remind drivers of the speed limit more frequently



## VI. Recommendations: Part 1

# 2 Truck Traffic

### A. Alternate Route 5 Signage

Replace Existing Signage, Install Additional Signage:

- Larger sized signage
- More frequent placement leading up to ALT 5
- Enhanced with flashing lights
- Add Signage on Route 1 near Milford to direct drivers to 30 then to ALT 5

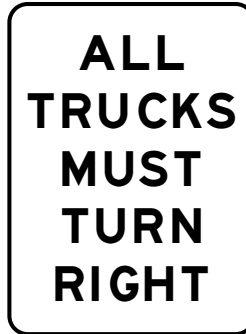
Existing truck signage as seen on southbound Union St Ext.; insufficient, blocked and not explanatory



## 2 Truck Traffic

### B. Dogfish Head Truck Signage

- Install signage for trucks EXITING Dogfish Head's Truck Delivery Exit
- ALL TRUCKS MUST TURN RIGHT
- Exiting delivery trucks immediately directed to Alt Route 5



Currently there is no signage to direct exiting trucks to 5A

### C. Intersection of Federal Street & Mulberry Street

- Install signage on outbound side of Federal Street approaching Mulberry Street
- TRUCKS TRAILERS NO RIGHT TURN



There is not enough space for large trucks to turn. They must use all lanes to attempt this very sharp turn.



EXACT LOCATION TBD



## VI. Recommendations: Part 1

# 3 Pedestrian Safety & Access

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### A. Post Office ADA Compliant Access for Pedestrians

- The Post Office is only accessible by motor vehicle or walking up a grassy incline.
  - Add ADA Compliant Access
- 

### B. Raised Crosswalks

- Mulberry Street at Boat Ramp
- Mulberry Street at Governor's Walk
- Rail Trail on Federal Street (only for inbound traffic, outbound traffic would have a speed table on approach to the Rail Trail to avoid disrupting Emergency Services Route)

- Proven Traffic-Calming Method
- Pedestrian safety is among the top 3 concerns from the 2021 Townwide Survey.

### C. Differentiated Crosswalks

- Mulberry Street & Federal Street Intersection
- Chestnut Street & Wharton/Atlantic
- Federal Street & Union Street
- Union Street at King's Ice Cream Shop

- Proven Traffic-Calming Method
- Pedestrian access & safety is among the Top 3 concerns from the Traffic Survey

### D. Crosswalk Maintenance

- Establish ongoing, rotating schedule for crosswalk inspection, maintenance & upgrades

# 4 Signage

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## A. Magnolia Street Parking Lot Signage

- ENTER ONLY and EXIT ONLY signage on posts
  - Directional arrows painted on the ground
- 

## B. In-Street Pedestrian Crossing Signage

- Placed on 50% of in-town crosswalks



- According to the MUTCD, the In-Street Pedestrian Crossing (R1-6) sign may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crossing.
- Proven Traffic-Calming Method

## VI. Recommendations: Part 1

# 5 Intersection Improvements

### A. Chestnut Street & Wharton/Atlantic

Chestnut Street & Wharton/Atlantic	<p><b>This intersection was called out on our survey by 17% of respondents.</b></p> <p>During the Walk Audit observation of this intersection: Most traffic was headed north along Chestnut Street and turning both right onto Atlantic Street and turning left onto Wharton Street; and headed south on Chestnut Street from Wharton Street and Atlantic Street.</p>	<ul style="list-style-type: none"><li>• Convert to a 4-WAY STOP Intersection</li><li>• Differentiated Materials Crosswalks &amp; Stop Bars</li><li>• Curb Extension &amp; Bulb-Outs</li><li>• Per previous concerns brought to Mayor and Town Council, our survey results and our concurring Walk Audit observations; this intersection should be converted to a 4-way stop intersection with crosswalks and stop bars.</li></ul>
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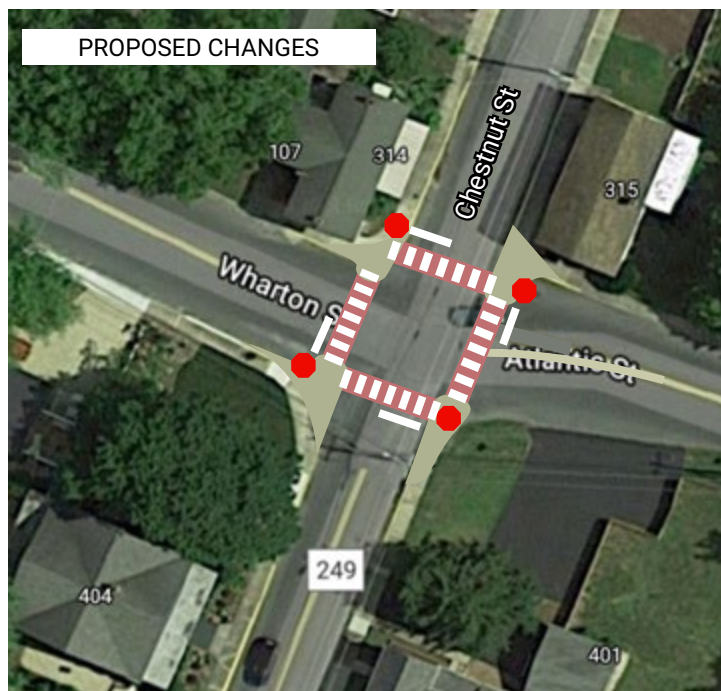


Image Source: <https://azmag.gov/Programs/Transportation/Active-Transportation/Active-Transportation-Plan/Active-Transportation-Toolbox/Intersections-and-Street-Crossings/Curb-Extensions>

*From The Delaware Traffic Calming Design Manual 2012:*

2B.07 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.



## 5 Intersection Improvements

## B. Union Street & Federal Street

	Union Street & Federal Street	Slip Lane encourages motor vehicle traffic to speed through a high foot-traffic area	Convert the slip lane to a protected bicycle parking lot and garden.
	Union Street & Federal Street	Confusing traffic pattern at a non-standard intersection, hazardous conditions for all users	<p>Convert to a 4-WAY STOP intersection.</p> <ul style="list-style-type: none"> <li>• Convert existing RED LIGHT Emergency signal to Flashing RED in all directions</li> <li>• Add STOP SIGN at each entry point of the intersection</li> <li>• Add STOP BAR at each STOP SIGN</li> <li>• Solid red lights can be utilized when Fire Department Emergency Response is required</li> <li>• Improves safety for all users</li> <li>• Removes a dysfunctional intersection from the town center</li> <li>• Clears confusion resulting from an unclear and non-standard right-of-way</li> </ul>



## VI. Recommendations: Part 1

# 5 Intersection Improvements

### C. Mulberry Street & Magnolia Street

Mulberry Street & Magnolia Street	Extremely poor to no visibility for motor vehicles exiting Magnolia Street onto Mulberry Street	<p>NO EXIT from Magnolia Street onto Mulberry Street</p> <ul style="list-style-type: none"><li>Narrow the intersection on Magnolia Street with curb extensions along Mulberry Street<ul style="list-style-type: none"><li>Add signage indicating that it is not an exit</li></ul></li><li>Add a Curb Extension into Magnolia Street at Bodie's to narrow the street<ul style="list-style-type: none"><li>Add signage indicating NO LEFT TURN so all traffic must exit onto Union Street</li></ul></li><li>STRICT Law Enforcement of the change</li></ul>
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## 6 Feasibility Study

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### A. Traffic Patterns, Multi-modal Accessibility and Beautification

Apply for Grants to Fund a Feasibility Study of:

1. Converting Mulberry Street, Union Street, Federal Street, Chestnut Street and a portion of Lavinia Street to ONE-WAY
2. Installing protected bicycle infrastructure to connect neighborhoods & businesses
3. Placing all utilities underground to improve pedestrian access and town beautification
4. Adding to the number and type of available parking spots, including multi-level parking, and green space opportunities

The TCC understands that each of the items listed above in 6A would constitute a major change for our town and thus **FULLY RECOMMENDS A FEASIBILITY STUDY** to see the potential impacts these projects would have and to make cost estimates available.

These recommendations would require a collaborative effort between the Town of Milton, DelDOT and others.

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# VII

## Recommendations: Part 2

### Full Recommendation List with Walk Audits

The TCC has taken into consideration the concerns of the community, expressed in surveys, and the conditions of infrastructure, discovered through Walk Audits, and compiled them into two lists of recommendations.

**Recommendations: Part 2** is a comprehensive list of issues and corresponding recommendations discovered during Walk Audits. (*The recommendations from Part 1 are included in Part 2, content will overlap.*)

All recommendations gathered during Walk Audits are included to keep future committees from having to do work that has already been done and to share with the Mayor and Town Council the totality of the data collected.



## VII. Recommendations: Part 2

### ZONE 1

#### Zone 1: Mulberry Street from Lavinia Street to Route 16

Walk Audit conducted on June 9, 2021 from 8am–10am



## Zone 1 Summary

Speeding and Poor Visibility are the top concerns on this stretch of road according to our 2021 survey.

Mulberry Street has multiple side streets with a variety of obstructions including trees, shrubbery, homes, and planters. The safe viewing distance of drivers, bicyclists, and pedestrians is affected.

Due to the high speed on this street, drivers turning onto Mulberry Street from sidestreets are more concerned with being struck by vehicles traveling on Mulberry Street than they are of striking pedestrians traveling in the crosswalk. They often do not stop at the existing stop bars at stop signs and instead stop on top of the existing crosswalks.

On the west end of Mulberry Street the sidewalks are in good repair and of a comfortable width.


The Clipper Square Shopping Plaza has no dedicated pedestrian or ADA compliant access.

Additionally, the Post Office is inaccessible to those who can't drive and those who utilize mobility aids and assistive devices.

## VII. Recommendations: Part 2

### ZONE 1


## Intersection of Lavinia Street and Mulberry Street

	Location	Issue Observed	Recommendation
1	Lavinia Street at Mulberry Street	Driver's stop on top of the crosswalk without looking for pedestrians.	Raised crosswalk/continuous sidewalk that indicates, visually and physically, that drivers are about to cross a pedestrian space.
2	306 Mulberry Street	There is very poor visibility due to a low brick wall extending from the foundation of a house on the southeast corner.	<p>Raised crosswalk/continuous sidewalk that indicates, visually and physically, that drivers are about to cross a pedestrian space.</p> 
3	308 Mulberry Street	There is very poor visibility for all modes of transportation due to the placement of a utility pole on the southwest corner.	Relocate the utility pole
4	308 Mulberry Street	There is poor pedestrian access due to the placement of a utility pole in the sidewalk that reduces the width of the sidewalk along with a fire hydrant that protrudes over the sidewalk further reducing the usable width.	<p>Relocate the utility pole</p> <p>Relocate the hydrant</p>
5	Mulberry Street	<p>There is excessive speeding on Mulberry Street.</p> <p>Speed limit is 25mph 20mph in the school zone</p>	<p>Reduce the speed limit:</p> <p>20 mph for regular traffic 15 mph for large vehicles 10 mph for the school zone</p> <p>Additional Traffic Law Enforcement with 0 mph tolerance for speeding in this residential area.</p>

## VII. Recommendations: Part 2

ZONE 1

### Intersection of Mulberry Street and H.O. Brittingham Elementary

	Location	Issue Observed	Recommendation
6	Mulberry Street at HO Brittingham Elem.	No Crosswalk across Mulberry Street  Note: There will be a crosswalk on Mulberry Street on the north side of the entrance, per Lenny Richardson Cape SD Head of Facilities	Raised Pedestrian Crosswalk  To Increase pedestrian visibility & prioritize pedestrian importance
7	Mulberry Street at HO Brittingham Elem.	Long distance crosswalk across the entrance of H.O. Brittingham Elementary School, along Mulberry Street  	Add a pedestrian island/refuge in the middle of the existing crosswalk to: <ul style="list-style-type: none"><li>• Improve safety of pedestrians when there is not a crossing guard on duty.</li><li>• Reduce speed of traffic entering and exiting the school driveway to increase pedestrian safety.</li></ul>

### Mulberry Street past H.O. Brittingham Elementary

	Location	Issue Observed	Recommendation
8	Mulberry Street past HO Brittingham Elem.	There is a barren area in need of landscaping, shade trees and pedestrian resting bench to improve the comfort and appeal of the neighborhood.	Plant Trees <ul style="list-style-type: none"><li>• Provide shade for pedestrians</li><li>• Add to the comfort and appeal of the neighborhood</li></ul>
9	Mulberry Street at HO Brittingham Elem.	No place to rest	Install Bench on each side of the street <ul style="list-style-type: none"><li>• Provide shaded area to rest for pedestrians</li></ul>
10		Funding for shade trees and benches	Seek AARP Community Grant Funding to: <ul style="list-style-type: none"><li>• Improve Comfort and Appeal of neighborhood as outlined in the AARP Walk Audit</li></ul>



## VII. Recommendations: Part 2

ZONE 1


### Clipper Square Shopping Plaza & Post Office



## VII. Recommendations: Part 2

ZONE 1

### Clipper Square Shopping Plaza & Post Office

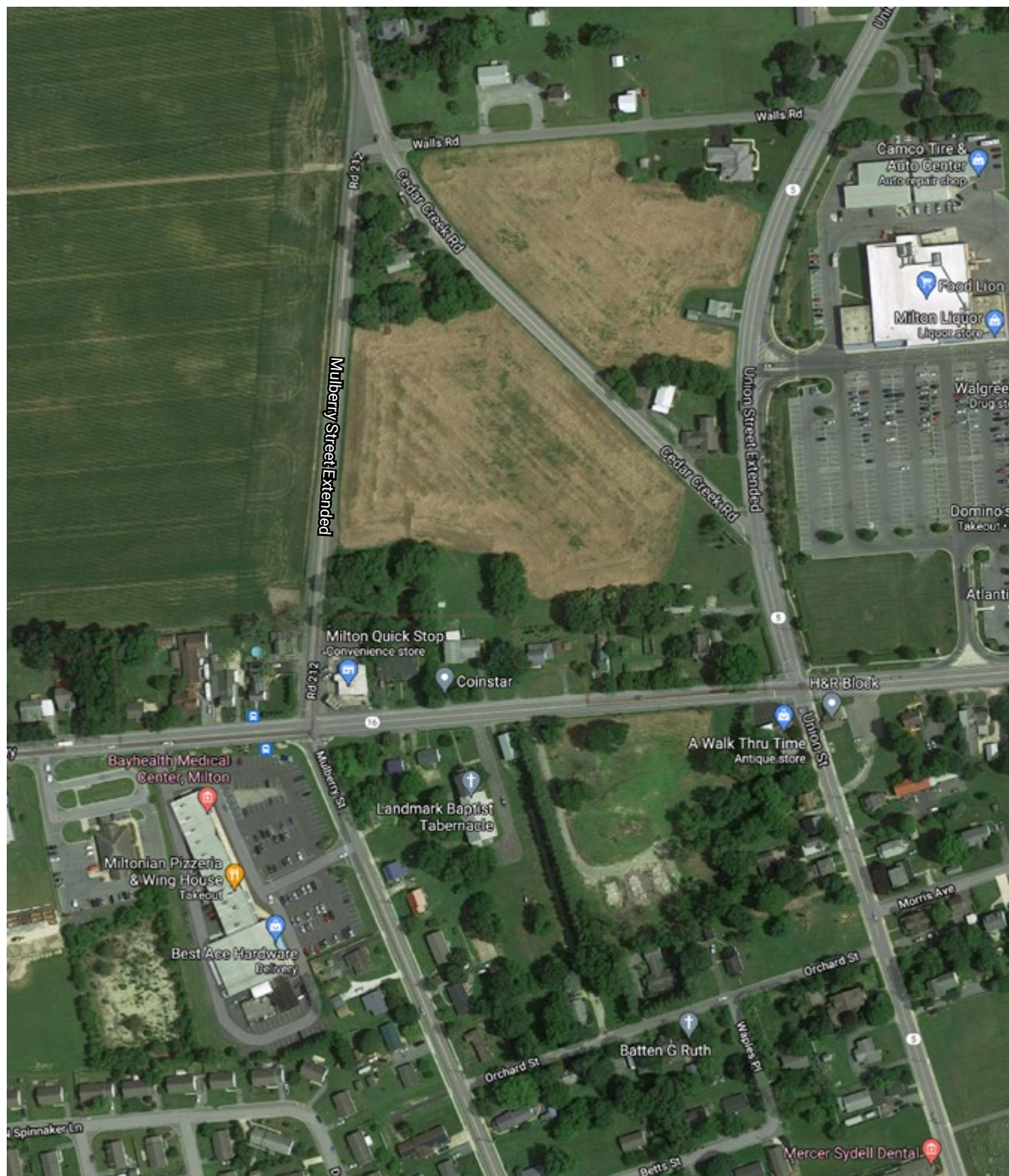
	Location	Issue Observed	Recommendation
11	Clipper Square Shopping Plaza	<p>Designed exclusively for motor vehicle traffic.</p> <p>No pedestrian access points from Mulberry Street to store fronts.</p> <p>There is no dedicated pedestrian access to enter the Clipper Square Shopping Plaza located on the Corner of Mulberry Street and Route 16. Our walk auditors witnessed a man utilizing a Power Wheelchair going through the grass to get to Ace Hardware. His choices are to either enter through the grass on uneven terrain or go through the automobile entrance.</p>	<p>Add a sidewalk into the plaza</p>  <p><b>Only Available Pedestrian Access is through the grass or the automobile entrance</b></p>
12	Post Office	The Post Office is only accessible by motor vehicle.	<p>Add a sidewalk to the Post Office along Route 16 or through Clipper Square Plaza</p> <ul style="list-style-type: none"> <li>• Non-drivers are excluded from a basic service that should be easily accessible to all.</li> </ul>



## VII. Recommendations: Part 2

### ZONE 1

### Mulberry Street and Route 16



## VII. Recommendations: Part 2

ZONE 1


### Mulberry Street and Route 16

	Location	Issue Observed	Recommendation
13	Quick Stop	Foot traffic is frequent to Quick Stop yet there is no dedicated, safe pedestrian access.	<p>Make safety the top priority at this difficult intersection, not vehicle convenience</p> <ul style="list-style-type: none"><li>• Add a traffic light with Pedestrian Crossing Button with sufficient time allotted for most vulnerable users to cross.</li><li>• Add Crosswalk</li></ul>
14	Mulberry Street & Route 16	Motor vehicle traffic is fast and disorganized with too many entry points to this intersection.	<p>Reduced number of entry points to Rt. 16 by:</p> <ul style="list-style-type: none"><li>• Convert Mulberry Street EXTENDED to a ONE-WAY, headed away from town.</li><li>• Vehicles Exiting Quick Stop would “go around the block” traveling along Mulberry Street Extended to Cedar Creek Road to the light at Union Street &amp; Route 16.</li><li>• Vehicles exiting the pumps would still be able to exit directly onto Rt. 16</li></ul>
15	Mulberry Street & Route 16	Motor vehicle traffic is fast and disorganized with too many entry points to this intersection.	<p>Reduced number of entry points to Rt. 16 by:</p> <p>Conduct Feasibility Study for converting Mulberry Street to a ONE-WAY, headed into town from Route 16 with a protected bike lane.</p> <ul style="list-style-type: none"><li>• Vehicles Exiting Quick Stop would “go around the block” traveling along Mulberry Street Extended to Cedar Creek Road to the light at Union Street &amp; Route 16.</li><li>• Vehicles exiting the pumps would still be able to exit directly onto Rt. 16</li></ul>

## VII. Recommendations: Part 2

### ZONE 1

### Mulberry Street

	Location	Issue Observed	Recommendation
16	Mulberry Street	<p>Multiple side streets are connections for Mulberry Street to Union Street.</p> <p>These are access points primarily for homeowners that live on these side streets.</p>	<p>Continuous Sidewalks along the length of Mulberry Street</p> <ul style="list-style-type: none"> <li>• All side-street entrances would be raised to sidewalk height with ramps for vehicle entry</li> <li>• Indicates to motorists that they are crossing a pedestrian space, instead of pedestrians crossing a motorist's space.</li> <li>• Change the priority to Milton residents instead of cut-through motor vehicle traffic.</li> </ul>
17	Mainsail & Mulberry	Tactile pavers have large gaps, that can easily catch the wheel of most assistive mobility devices	<p>Repair and Maintain</p> 
18	Clifton & Mulberry	Tactile pavers have large gaps	Repair and Maintain
19	Broad & Mulberry	Tactile pavers have large gaps	Repair and Maintain
20	Crosswalks	Crosswalks are faded	Maintenance

**See WALK AUDIT ZONE 7 for the rest of MULBERRY STREET — Page 100**



## VII. Recommendations: Part 2

### ZONE 1

“Pedestrians have the legal right of way at side street crossings, and yet conventionally these are designed as motor vehicle spaces that pedestrians must cross. Continuous sidewalks change that.”

Source: Twitter.com @MattPinder1 Tweet Apr 28 2021

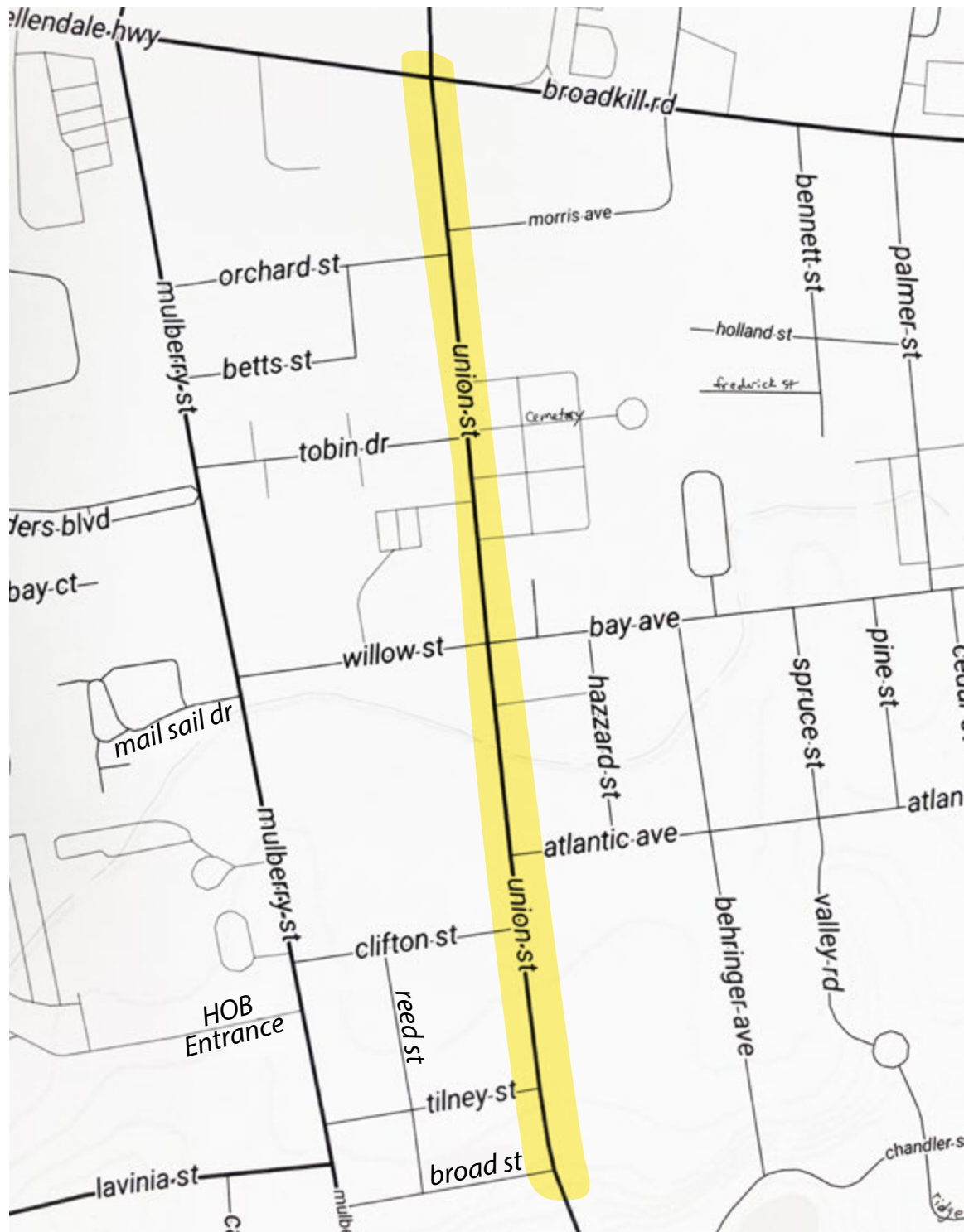


## VII. Recommendations: Part 2

### ZONE 2

#### Zone 2: Union Street from Route 16 to Broad Street

Walk Audit conducted on June 7, 2021 from 4pm–5pm



## Zone 2 Summary

Speeding and the amount of large truck traffic are the top concerns on this stretch of road according to our 2021 survey.

Union Street has multiple side streets with a variety of obstructions including trees, shrubbery, utility poles, fire hydrants, houses. The safe viewing distance of drivers, bicyclists, and pedestrians is affected.

Like many streets in town, drivers turning onto Union Street from side streets are more concerned with being struck by vehicles traveling on Union Street than they are of striking pedestrians themselves. They often do not stop at the existing stop bars at stop signs and instead stop on top of the existing crosswalks to get a better view of cross-traffic.

Sidewalks are a mix of good to poor conditions with some that are broken and cracked. The sidewalks are interrupted by driveways, sidewalk widths are reduced by poorly positioned utility poles, fire hydrants, and by trash receptacles two days/week. Low-hanging trees and shrubs protrude over the sidewalks.

The fact that there is no buffer between motor-vehicle traffic, pedestrians and bike riders, even 25 mph, may “feel” too fast in this residential area.

Additionally, the tremors created by large trucks traveling at or above the posted 25mph limit may cause lasting damage and degrade the historic homes in this area.


If you are using the intersection of Union Street & Route 16 by any means other than a motor vehicle—perhaps to access the local grocery store or pharmacy—pedestrians and cyclists are endangered for doing so through a series of engineering choices that prioritize the speed of motor vehicles over the safety of pedestrians, those who use mobility devices and bicycle riders. This intersection is widest where pedestrians are directed to cross, creating greater distances for crossing and more time of exposure to motor vehicles. The crossing signal allows only 18 seconds for a pedestrian to cross and is not audible placing our most vulnerable street and sidewalk users at increased risk of injury or death.



## VII. Recommendations: Part 2


### ZONE 2

#### Union Street

	Location	Issue Observed	Recommendation
1	Union Street	Most drivers do not appear to be adhering to this limit. Due to there being no buffer between traffic and pedestrians, even 25 mph "feels" too fast for pedestrians walking along this residential area.	Reduce the speed limit <ul style="list-style-type: none"> <li>• 20 mph for regular traffic</li> <li>• 15 mph for truck traffic</li> <li>• Increases safety for motorists, pedestrians, bicyclists</li> <li>• Reduces traffic noise pollution</li> <li>• Reduces the severity of tremors inflicted by fast moving tractor trailers on historic homes and the street infrastructure</li> </ul>
2	Union Street	Speeding	Install Radar Feedback Signs <ul style="list-style-type: none"> <li>• Permanently installed signage facing in each direction of travel on Union Street</li> <li>• Reduces the burden on Law Enforcement Officers</li> </ul>
3	Union Street	Speeding	Raised Pedestrian Crosswalk with Signage at the Cemetery <ul style="list-style-type: none"> <li>• Proven Traffic-Calming Device</li> <li>• Reduces speeding</li> <li>• Reduces the burden on Law Enforcement Officers</li> </ul>
4	Union Street	Pedestrians need improved visibility	<ul style="list-style-type: none"> <li>• Add in-street pedestrian crossing signage on the crosswalk that is closest to Route 16</li> </ul> 
5	Union Street	Truck Signage near Food Lion is outdated.	Replace & Update Signage <ul style="list-style-type: none"> <li>• Larger size signage to indicate truck route and the prohibition of "non-local delivery" Truck Traffic</li> <li>• Indicate that Milton is a 15 mph zone for trucks well before trucks enter so they may see the added benefit of using Route 5A</li> </ul>
6	Union Street	Bicycle riders are exposed to traffic	Designate a Bicycle Lane <ul style="list-style-type: none"> <li>• Increase frequency of bicycle use to access local businesses and amenities</li> </ul>

## VII. Recommendations: Part 2


### ZONE 2

	Location	Issue Observed	Recommendation
7	Union Street	<p>Multiple side streets are connections for Union Street to Mulberry Street.</p> <p>These are access points primarily for homeowners that live on these side streets.</p> 	<p>Continuous Sidewalks along the length of Union Street</p> <ul style="list-style-type: none"> <li>• All side-street entrances raised to sidewalk height with vehicles ramps</li> <li>• Indicates to motorists that they are crossing a pedestrian space, not pedestrian crossing motorist space.</li> <li>• Switch the priority to residents, not cut-through motor vehicle traffic.</li> </ul>
8	Union Street & Route 16	The crossing signal allows only 18 seconds for a pedestrian to cross and is not audible. This is not sufficient for most pedestrians, let alone our slowest-moving and most vulnerable users who cannot use a motor vehicle; the elderly, the young, the disabled and others without driver's licenses.	<ul style="list-style-type: none"> <li>• Increase time allotted for pedestrian crossing</li> <li>• Add audible crossing signal</li> <li>• Reduce crossing distance with curb extensions</li> </ul>
9	Union Street & Route 16	There is no sidewalk nor curbing on the corner where the antique store is situated, offering no protection for pedestrians.	Add Sidewalk with curbing
10	Union Street & Route 16	There is no crosswalk across Union Street at Rt. 16	Add Crosswalk
11	Union Street & Route 16	Cut-through traffic occurs through the parking lot of H&R Block	<ul style="list-style-type: none"> <li>• Single Entrance Parking Lot</li> <li>• Making one entrance only on Route 16</li> <li>• Remove Lot Access from Union Street</li> </ul>

## VII. Recommendations: Part 2

### ZONE 2

#### Union Street

	Location	Issue Observed	Recommendation
12	Bay & Union St	Crosswalk with Signage	Add new crosswalk with signage. <ul style="list-style-type: none"> <li>Enhance crosswalk with either differentiated materials or create an art crosswalk to draw greater attention to pedestrian presence</li> </ul>
13	Union Street	Union Street has intermittent shade available and no areas to rest.	<ul style="list-style-type: none"> <li>Add trees and Benches</li> <li>Seek AARP Community Grant</li> <li>Walk Auditors recommended tree and benches near the Cemetery</li> </ul>
14	Union Street DART Bus Stop	The bus stop has no shelter making public transit use more difficult or unappealing.	Request and advocate for a shelter to be installed by DART
15	326 Union Street	In front of 326 Union Street, a Utility Pole and Fire Hydrant are nearly centered in the width of the sidewalk causing accessibility issues	Move hydrant to a better location 
16	Union Street	Utility poles obstruct pedestrian access in multiple area along Union Street  Exposed utilities detract from the beauty and value of the historic district.	Feasibility Study to modernize infrastructure to Underground Utilities for the full length of Union Street
17	306 Union Street	Loose bricks in the sidewalk	Repair
18	320 Union Street	Needs yellow curb at new driveway	Paint Curb
19	324 Union Street	Yellow bollard in the middle of the sidewalk	Remove yellow bollard
20	330 Union Street	Sharp over-hanging trees	Trim Trees
21	334 Union Street	Shrubs that partially block the sidewalk	Trim shrubs
22	416 Union Street	Raised sidewalk edge that presents a tripping hazard	Repair
23	Union & Morris Ave.	Missing Street Sign	Add Sign

**See WALK AUDIT ZONE 6 for the rest of UNION STREET – Page 96**

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## VII. Recommendations: Part 2

### ZONE 3

#### Zone 3: Lavinia Street from Wagamons Blvd to Mulberry Street

Walk Audit conducted on Thursday June 10, 2021 from 10:25am – 12:30pm



## Zone 3 Summary

A beautiful area with a high level of appeal for pedestrians and bicyclists. Pedestrian and bicycle usage is high despite the very real risks posed by motor vehicle traffic due to high speeds, limited visibility on curves and narrow road widths along some portions combined with the absence of dedicated infrastructure for pedestrians or cyclists.

An opportunity exists to further connect the expanding Rail Trail with our downtown area to bring in tourism dollars. Promoting bicycle usage to access the downtown area will reduce the demand on the small number of parking places available.

Requiring the cooperation of multiple organizations and a feasibility study, the committee's vision for this area is to first reduce the speed limit, then convert the street to a ONE WAY from Wagamons Boulevard to Mulberry Street. The direction of travel for motor-vehicles would be headed into town. Half of the width of Lavinia Street would be converted to a protected 2-way multi-use path.



## VII. Recommendations: Part 2

### ZONE 3

## Lavinia Street Plan A

	Location	Issue Observed	Recommendation
A1	Lavinia Street	Speeding  From Mulberry Street toward Wagamons Blvd. it is a 25mph zone, it then switches to a 40mph zone heading past West Shore and shortly thereafter, it ends at a Stop Sign.	Reduce the speed limit <ul style="list-style-type: none"> <li>• 20 mph for regular traffic</li> <li>• 15 mph for truck traffic</li> <li>• Increases safety for motorists, pedestrians, bicyclists</li> <li>• Reduces traffic noise pollution</li> </ul>
A2	Lavinia Street	No bike or pedestrian access	<ul style="list-style-type: none"> <li>• Conduct a FEASIBILITY STUDY for: <ul style="list-style-type: none"> <li>• Changing Lavinia Street to ONE WAY from Wagamons Blvd to Mulberry Street</li> <li>• Convert half the width of the roadway to a protected multi-use pathway</li> <li>• Create a walking/bicycling loop through town from the current end of the Rail Trail</li> </ul> </li> </ul>
A3	Lavinia Street	Speeding	Install Radar Feedback Signs <ul style="list-style-type: none"> <li>• Permanently installed signage before the bridge facing inbound motor vehicles.</li> <li>• Reduces the burden on Law Enforcement Officers</li> </ul>
A4	Lavinia Street	Bridge is outdated	Replace the bridge <ul style="list-style-type: none"> <li>• Add in pedestrian and bike access on the bridge with room for fishing</li> <li>• Kayak launch ramp &amp; dock</li> </ul>
A5	Lavinia Street Parking Area	Visual appeal is low	<ul style="list-style-type: none"> <li>• Add landscaping</li> </ul>
A6	Lavinia Street @ Mulberry Street	Existing crosswalk is ignored by motorists	Continuous sidewalk on Mulberry Street <ul style="list-style-type: none"> <li>• Increase pedestrian importance at this intersection</li> </ul>

## VII. Recommendations: Part 2

# Lavinia Street Plan A



## VIII. Recommendations: Part 2

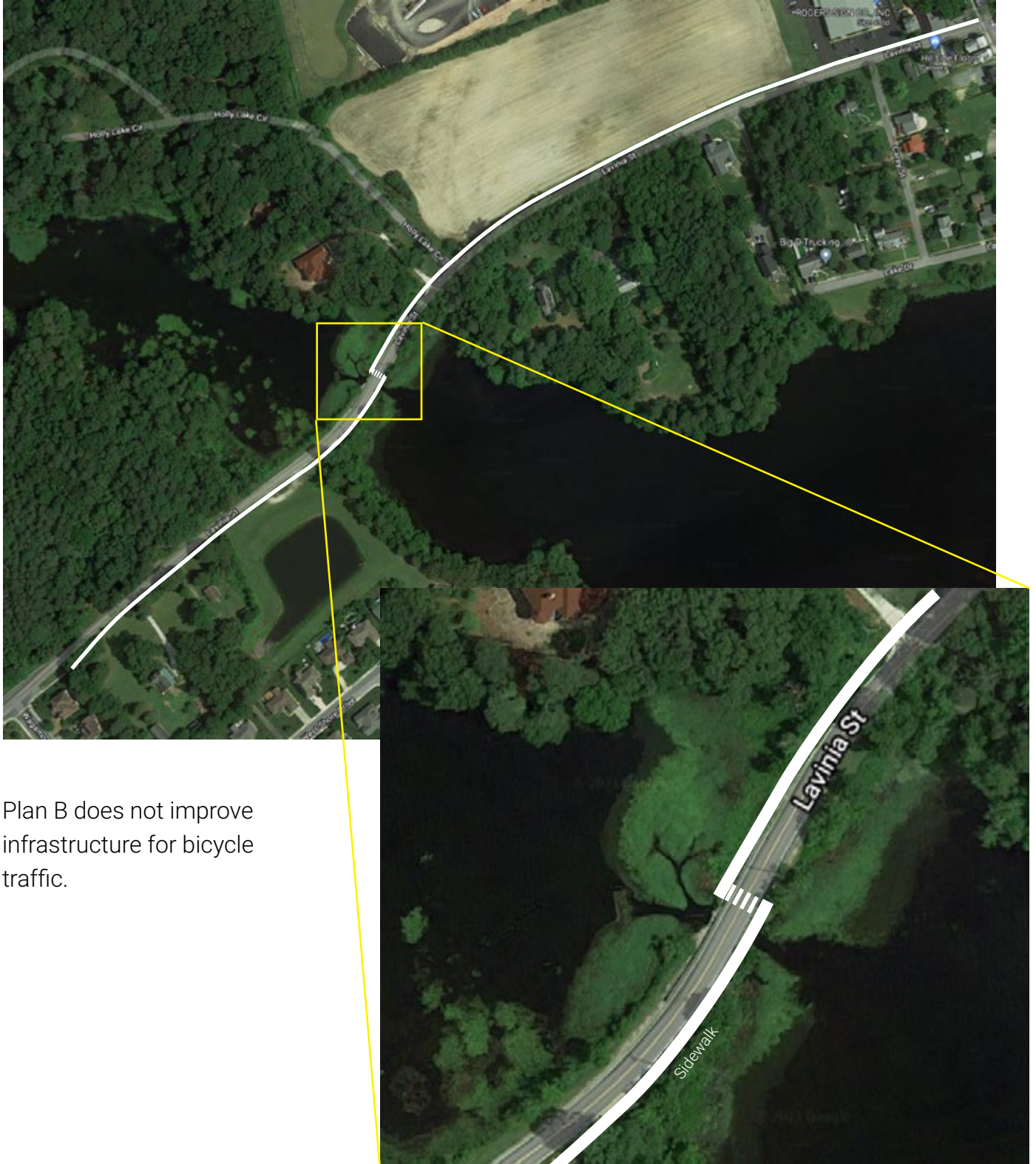
### ZONE 3

## Lavinia Street Plan B

	Location	Issue Observed	Recommendation
B1	Lavinia Street	Speeding	Reduce the speed limit <ul style="list-style-type: none"> <li>• 20 mph for regular traffic</li> <li>• 15 mph for truck traffic</li> <li>• Increases safety for motorists, pedestrians, bicyclists</li> <li>• Reduces traffic noise pollution</li> </ul>
B2	Lavinia Street	Speeding	Strictly enforce the speed limit
B3	Lavinia Street	Speeding	Permanently installed Radar Feedback Signs facing each direction of traffic on approach to the bridge
B4	Lavinia Street	No safe Pedestrian Access	Install sidewalks and crosswalks <ul style="list-style-type: none"> <li>• On the inbound side, connect to the end of Wagamons West Shore's sidewalk to the bridge</li> <li>• Add a Crosswalk across Lavinia Street on the north end of the bridge</li> <li>• On the outbound side connect the bridge to Mulberry Street with a sidewalk</li> </ul>
B5	Lavinia Street	Bridge is outdated	Replace the bridge <ul style="list-style-type: none"> <li>• Add in pedestrian and bike access on the bridge with room for fishing</li> <li>• Kayak launch ramp &amp; dock</li> </ul>
B6	Lavinia Street Parking Area	Visual appeal is low	<ul style="list-style-type: none"> <li>• Add landscaping</li> </ul>
B7	Lavinia Street @ Mulberry Street	Existing crosswalk is ignored by motorists	Continuous sidewalk on Mulberry Street <ul style="list-style-type: none"> <li>• Increase pedestrian importance at this intersection</li> </ul>



## Lavinia Street **Plan B**



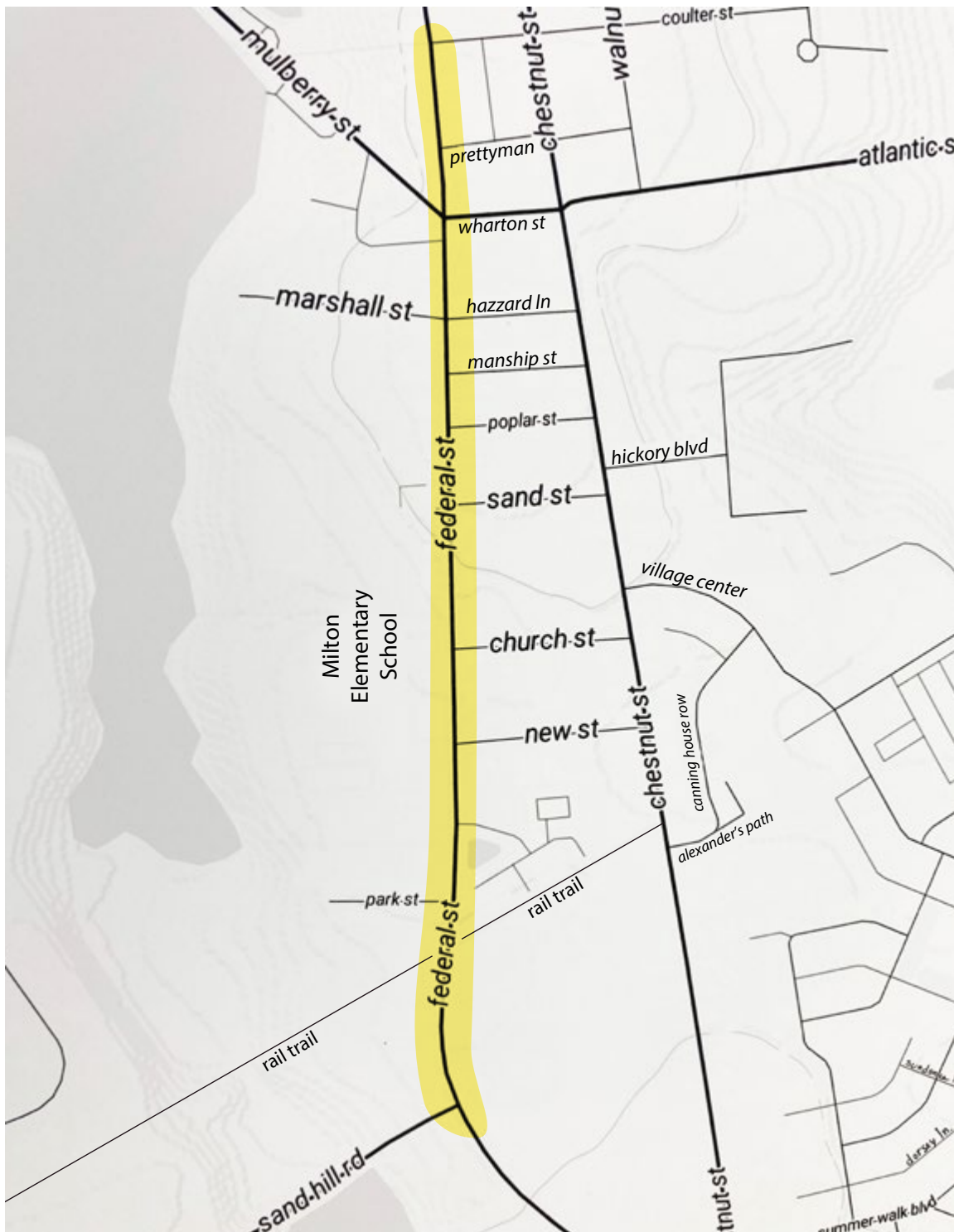
Plan B does not improve infrastructure for bicycle traffic.

## VII. Recommendations: Part 2

### ZONE 4

#### Zone 4: Federal Street from Coulter Street to Sand Hill Road

Walk Audit conducted on June 10, 2021 from 10am–12pm



## Zone 4 Summary

This main corridor has great potential to become a safer and more easily accessible point of entry for all modes of transportation—not just motor vehicles.

The sidewalk network presents a broken path that is not ADA compliant nor easily navigable for users—such as those pushing a stroller or in need of any assistive mobility device.

Many utility poles reduce the width of the available pedestrian space. The speed limit is 25 mph and is exceeded with regularity. Speeding combined with traffic volume and deliveries makes this historic area less attractive, less comfortable and less appealing.

The location of Milton Elementary School, the Rail Trail, and Brittingham's Produce Stand are factors that must be considered with more scrutiny when setting the speed limit on approach to this area.

A concerted effort should be made to connect Rail Trail users with our downtown commercial and historic district. Investments made now to make Federal Street bicycle-friendly will benefit local businesses well into the future as the Rail Trail is lengthened and becomes more interconnected with other parts of Sussex County. Additionally, bicycle use and improved pedestrian access will reduce the demand for the small number of parking places available downtown.

A most dysfunctional intersection, Wharton Street/Mulberry Street and Federal Street is a misaligned intersection with limited visibility, hazardous pedestrian access, a large volume of traffic and a rate of speed too high for easy, safe navigation on foot. A pedestrian was struck at this intersection in 2019.

There are only two stop signs at an intersection that is equally busy in all four directions. The average number of cars here during the Walk Audit was 11 per minute.

Pedestrians are—and must be—hesitant and hyper-vigilant when trying to cross. The pedestrian crossings are too long, poorly aligned and ignored by drivers who are more concerned with vehicle traffic as it presents the most danger to them. Our Walk Auditors saw two vehicles neither slow nor stop for a pedestrian with a cane.

The stop sign by Goshen Church is physically far from the intersection and does not have a stop bar before the crosswalk.

Walk Auditors witnessed three tractor trailers making a right turn from Federal Street onto Mulberry Street which required the entire length and width of the intersection.



## VII. Recommendations: Part 2



### ZONE 4

### Federal Street from Coulter Street to Sand Hill Road

	Location	Issue Observed	Recommendation
1	Federal Street	Speeding	<p>Reduce the speed limit</p> <ul style="list-style-type: none"> <li>• 20 mph for regular traffic</li> <li>• 15 mph for truck traffic</li> <li>• 10 mph in the school zone</li> <li>• Increases safety for motorists, pedestrians, bicyclists</li> <li>• Reduces traffic noise pollution</li> <li>• Reduces the severity of tremors inflicted by fast moving tractor trailers on historic homes and the street infrastructure</li> </ul>
2	Federal Street	Speeding	Strictly enforce the speed limit
3	Federal Street	Speeding	<p>Radar Feedback Signs</p> <ul style="list-style-type: none"> <li>• Permanently installed signage facing inbound traffic before Rail Trail</li> <li>• Permanently installed signage facing outbound traffic before Milton Elementary School</li> </ul>
4	Coulter Street & Federal Street	Mill Park has an extension of the Governor's Walk up the hill to Federal Street at Coulter Street but no indication that crossing Federal to Coulter Street will lead you to historic Goshen M.E. Cemetery.	<ul style="list-style-type: none"> <li>• Add Crosswalk</li> <li>• On the path, add signage that indicates the path is part of Governor's Walk, and directs to Mill Park, Fishing Pier, &amp; Wagamons Pond on one side and Goshen M.E. Cemetery on the other.</li> </ul>
5	Wharton/Mulberry & Federal Street	4-Way Stop intersection or Stop Light Intersection with pedestrian crossing buttons	
6	Mulberry Street & Federal Street	Goshen Church Stop Sign	<ul style="list-style-type: none"> <li>• Move the Stop Sign nearer to the intersection</li> <li>• Add Stop Bar at the relocated Stop Sign</li> </ul>
7	Mulberry Street Crosswalk	Wharton Street Stop Sign	<ul style="list-style-type: none"> <li>• Add a pedestrian island in the middle of the crosswalk to halve the crossing distance and allow for a second traffic assessment at the halfway point.</li> <li>• Add differentiated paver crosswalk to increase pedestrian and pedestrian-access visibility</li> <li>• Tactile indication to drivers to stop</li> </ul>
8	Wharton Street & Federal Street	Wharton Street Stop Sign	<ul style="list-style-type: none"> <li>• Add Stop Bar</li> </ul>

## VII. Recommendations: Part 2




ZONE 4

	Location	Issue Observed	Recommendation
9	Wharton Street & Federal Street Crosswalk	Fire hydrant disrupts ADA Compliance 	<ul style="list-style-type: none"> <li>• Move the fire hydrant</li> </ul>
10	Crosswalk on Northeast side of intersection	Crosswalk is at an angle, causing a long crossing distance with more exposure time for pedestrians	<ul style="list-style-type: none"> <li>• Realign crosswalk to be perpendicular to Federal St</li> <li>• Realignment shortens the crossing distance, and the amount of time pedestrians are exposed to vehicle traffic</li> </ul>
11	(Cont) Crosswalk on Northeast side of intersection	Crosswalk	<ul style="list-style-type: none"> <li>• Add differentiated paver crosswalk to increase pedestrian visibility</li> <li>• Add Tactile pavers at new crosswalk entrance/exit point</li> </ul>
12	Outbound on Federal Street, right turn onto Mulberry Street	A tractor trailer, making a right turn, must use all lanes to make this turn as our Walk Auditors witnessed firsthand.	Add signage for Trucks outbound on Federal Street: <ul style="list-style-type: none"> <li>• TRUCKS TRAILERS NO RIGHT TURN</li> </ul>
13	Federal Street	Alt Route 5 Truck Signage	<ul style="list-style-type: none"> <li>• Install better and larger signage to direct truck traffic to the truck route.</li> </ul>
14	Hazzard & Federal	Not enough crossings on Federal Street	Add Art Crosswalk
15	Prettyman & Federal	Not enough crossings on Federal Street	Add Art Crosswalk
16	Federal Street	Utility poles and support wires reduce the sidewalk width, in some cases significantly 	Underground Utilities for all of Federal Street <ul style="list-style-type: none"> <li>• Improve pedestrian access, ADA Compliance</li> <li>• Town beautification</li> </ul>

## VII. Recommendations: Part 2


### ZONE 4

### Federal Street from Coulter Street to Sand Hill Road

	Location	Issue Observed	Recommendation
17	521, 523 & 601 Federal Street	Broken sidewalk network, high curbing at driveway and not ADA Compliant 	<ul style="list-style-type: none"> <li>Complete sidewalk</li> </ul>
18	Federal Street	<p>Broken sidewalk network with multiple side streets that connect Federal Street and Chestnut Street.</p> <p>These side streets are primarily access points for property owners and renters.</p> <p>These streets do not have a sufficient width to accommodate through traffic.</p>  <p>Continuous Sidewalk with Protected Bike Lane</p>	<p>Continuous Sidewalks along the length of Federal Street to Brittingham's Produce</p> <ul style="list-style-type: none"> <li>All side-street entrances would be raised to sidewalk height with ramps for vehicle use (consideration should be taken for New Street due to necessary truck traffic)</li> <li>Indicates to motorists that they are crossing a pedestrian space, instead of pedestrians crossing a motorist's space.</li> <li>Change the priority to residents instead of cut-through motor vehicle traffic.</li> <li>The concerns for the safety of Miltonians extends beyond the town limits</li> </ul>
19	Church Street	A ONE WAY street that heads toward Milton Elementary where kids cross	Switch the ONE WAY direction of Church Street
20	Milton Elementary School	Raised Pedestrian Crosswalk at Milton Elementary School	Art Crosswalk at Milton Elementary School
21	Milton Elementary School Crosswalk	Signage blocked by tree 	<ul style="list-style-type: none"> <li>Trim Tree</li> </ul>

## VII. Recommendations: Part 2

### ZONE 4

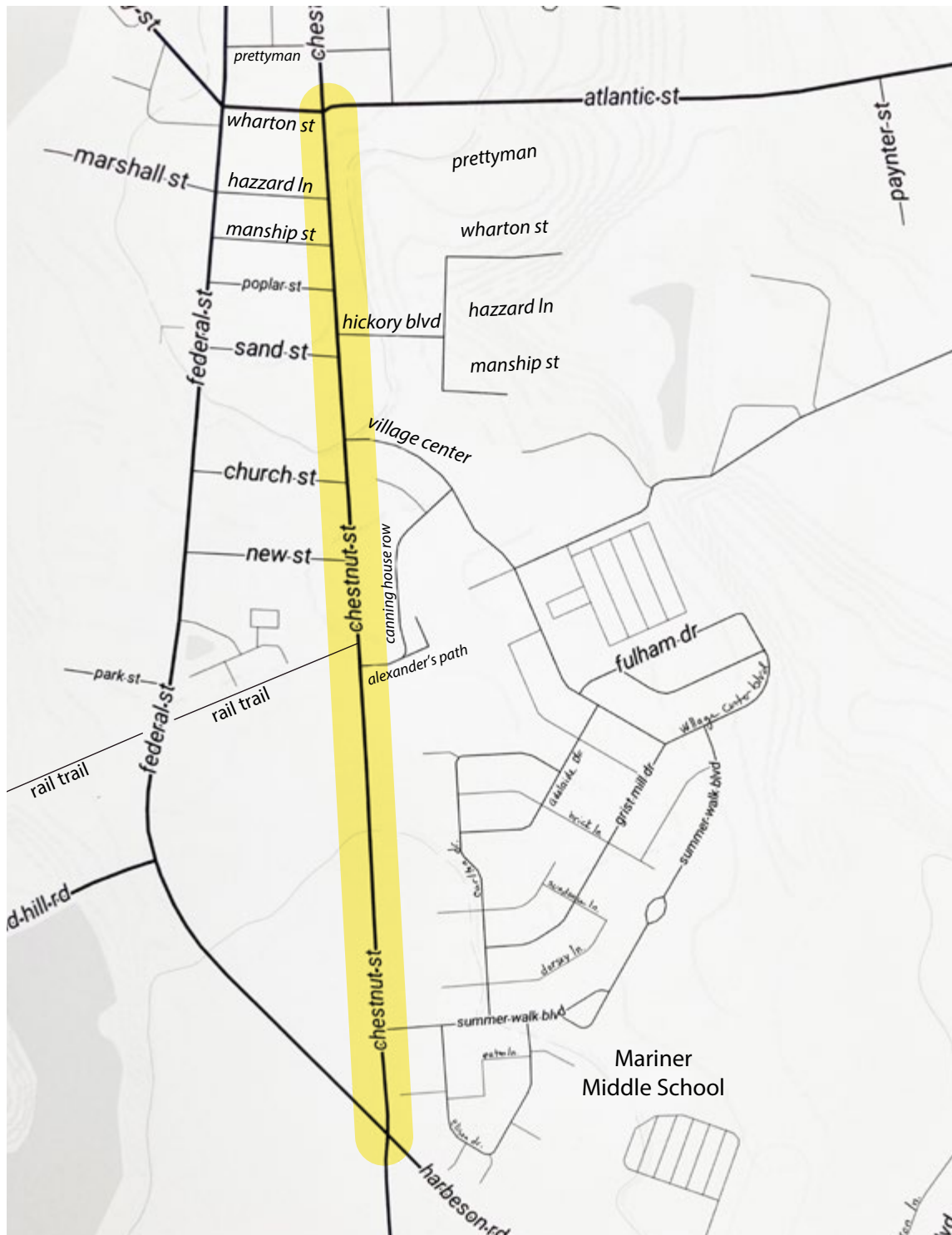
	Location	Issue Observed	Recommendation
22	Rail Trail Crossing	The Rail Trail has shark's teeth only for the inbound motor vehicle traffic	<ul style="list-style-type: none"> <li>• Add shark teeth to the southbound lane</li> <li>• Educate the public on what Shark teeth are and what they mean.</li> </ul>
23	Rail Trail	<p>The angled orientation of the crosswalk makes the crossing distance longer and has an increased exposure time to motor vehicle traffic.</p> 	<p>Add a pedestrian island in the middle of the crosswalk</p> <ul style="list-style-type: none"> <li>• Narrows the street, which has a traffic-calming effect</li> <li>• Can have low plantings</li> </ul>
24	Rail Trail	Speeding	<p>Northbound (inbound) traffic would have a raised pedestrian crossing.</p> <p>Southbound is a Designated Emergency Response Route, so it would NOT have a raised crossing.</p>
25	Rail Trail	Speeding	Install Speed Table before the Rail Trail for Southbound traffic Location indicated in yellow above
26	Harbeson Road to Sand Hill Road	<p>Vehicles are not sufficiently warned of the presence of the rail trail and are traveling at a high rate of speed when crossing the path.</p> <p>This is the leading edge of where a Road (priority is vehicles) becomes a Street (priority is pedestrians)</p>	<p>Reduce speed limit of inbound traffic on Harbeson Road to 25 mph from Heritage Creek to Sand Hill Road</p> <ul style="list-style-type: none"> <li>• Increase safety for our neighbors at Brittingham's Produce Stand</li> <li>• Increase safety at the Rail Trail Crossing</li> <li>• Increase safety at Milton Elementary School</li> </ul>
27	Federal at Sand Hill	Speeding	Reduce speed limit to 20mph from Sand Hill Road into town

## VII. Recommendations: Part 2

### ZONE 5

#### Zone 5: Chestnut Street from Harbeson Rd. to Wharton/Atlantic

Walk Audit conducted on June 9, 2021 from 4:30pm–5:30pm





### Zone 5 Summary

The intersection of Chestnut Street & Harbeson Rd. is in no way appropriate for pedestrian access. The Heritage Creek Development is currently not walkable from town.

There will be a walking path available in the future from Heritage Creek, past Mariner Middle School, through Cannery Village and into the rest of the town.

There are no sidewalks on either side of Chestnut Street at the southern end of the town's border to Harbeson Road.

Pedestrians are forced to walk on the road or in the front yards of homeowners. From our observations on the Walk Audit of June 4, drivers behaved in two specific ways; either slowing for pedestrians and moving to the center of the road if there was no oncoming traffic or speeding up and not making way at all in an aggressive manner. Lighting is sparse at this end of the street and creating a hazardous situation during early-morning and late-evening walking, running, and cycling. Neighbors have issued complaints of excessive speeding on this stretch of Chestnut Street.

Upon entering the town limits on Chestnut Street from the south, sidewalks are not present until you reach the Rail Trail.

From this point sidewalks exist in a variety of conditions from new, to needing repairs to needing replacement.

Our Walk Audit group spent 20 minutes at this intersection and witnessed a group of 2 adult pedestrians with 1 being nearly struck by a vehicle while crossing.

This is an everyday occurrence and many in Milton can tell you of their own near-hit experiences on foot, on bicycles, and in motor vehicles. "No one has died at this intersection" is an offensively dismissive response to the concerns raised by our residents.

### Additional Consideration

Create the safest route for Tourist Foot Traffic from Dogfish Head to the Town Center and back.

Following the most intuitive path to the Town Center from Dogfish Head Brewery leads users to the worst spot of the intersection of Chestnut & Wharton/Atlantic for crossing. Poor crossing conditions at Chestnut and Wharton are a hazard called out 34 times in our survey. There is no crosswalk, and traffic turning right onto Atlantic does not have to stop. In combination with racing "me first" cross-traffic to Atlantic Street, our current path leads these pedestrians to the point of the most danger.



## VII. Recommendations: Part 2



### ZONE 5

#### Chestnut Street from Harbeson Rd. to Wharton/Atlantic

	Location	Issue Observed	Recommendation
1	Chestnut Street	Speeding	<p>Reduce the speed limit</p> <ul style="list-style-type: none"> <li>• 20 mph for regular traffic</li> <li>• 15 mph for truck traffic               <ul style="list-style-type: none"> <li>• Increases safety for motorists, pedestrians, bicyclists</li> <li>• Reduces traffic noise pollution</li> </ul> </li> </ul>
2	Chestnut Street	<p>Sidewalk network with multiple side streets that connect Chestnut Street and Federal Street.</p> <p>These side streets are primarily access points for property owners and renters.</p> <p>These streets do not have a sufficient width to accommodate traffic.</p>	<p>Continuous Sidewalks along the length of Chestnut Street from Cannery Village to Front Street (excluding Wharton/Atlantic where we are recommending differentiated paver crosswalks)</p> <ul style="list-style-type: none"> <li>• All side-street entrances would be raised to sidewalk height with ramps for vehicle use</li> <li>• Indicates to motorists that they are crossing a pedestrian space, instead of pedestrians crossing a motorist's space.</li> <li>• Change the priority to residents instead of cut-through motor vehicle traffic.</li> </ul>
3	Chestnut Street	Speeding	<p>Radar Feedback Signs</p> <ul style="list-style-type: none"> <li>• Permanently installed signage facing each direction of traffic</li> </ul>
4	Chestnut Street and Harbeson Road	Not for pedestrians	
5	Chestnut Street and Village Center Blvd.	The intersection of Chestnut Street and Village Center Blvd. has a single crosswalk that is useful for getting from Cannery Village to Milton Elementary School. There is abundant tourist activity heading into and out of the Brewery on foot and by automobile.	Convert existing crosswalk to a raised pedestrian crosswalk that both visually and physically alerts drivers that they are crossing through a "pedestrian space".
6	Chestnut Street and Village Center Blvd.	Dogfish Tourists' foot traffic headed into and out of the Town Center are more likely to cross here by the Dogfish Head sign than at the existing crosswalk.	<p>Add an Art Crosswalk on Chestnut Street by the Dogfish Sign</p> <ul style="list-style-type: none"> <li>• With the large number of tourist drivers entering and exiting Dogfish Head Brewery an Art Crosswalk would be a visual indicator to drivers to be more alert to pedestrians.</li> <li>• Make the entrance more obvious</li> </ul>

## VII. Recommendations: Part 2

ZONE 5

	Location	Issue Observed	Recommendation
7	Chestnut Street and Church Street	Non-ADA Compliant Corners	Add ADA compliant truncated domes, with tactile pavers.
8	Chestnut Street and Hickory Blvd	Does not have a top-coat of asphalt	Finish the entrance
9	Chestnut Street and Hickory Blvd	Broken sewer grate with a hole large enough for a child's foot 	Replace the grate
10	Chestnut Street and Hickory Blvd	No crosswalk	Add a crosswalk along Chestnut Street on Hickory Blvd.
11	Chestnut Street and Hickory Blvd	Wide street crossing distance	Add a mid-crosswalk island to increase the visibility of pedestrians, allow them to have a protected area to re-assess traffic to finish crossing this wide street.
12	Chestnut Street	Utility poles reduce the sidewalk width, in some cases significantly 	Relocate the poles OR Underground Utilities for all of Chestnut Street <ul style="list-style-type: none"> <li>• Improve pedestrian access, ADA Compliance</li> <li>• Town beautification</li> </ul>
13	Chestnut and Sand Street	This side street is very narrow and the homes are located very close to the corners. The corner of the property of 428 Chestnut Street is regularly run over and destroyed by vehicles.	Add Signage on both ends of the street <ul style="list-style-type: none"> <li>• NO THRU TRAFFIC</li> </ul>

## VII. Recommendations: Part 2

### ZONE 5

### Chestnut Street from Harbeson Rd. to Wharton/Atlantic

	Location	Issue Observed	Recommendation
14	Chestnut Street & Poplar Street	This intersection does not have a Stop Sign on Poplar Street as the opposite end of Poplar Street has a Do Not Enter sign. However, traffic is often observed traveling in both directions.	Add Signage <ul style="list-style-type: none"> <li>• Install ONE-WAY Signage at Chestnut Street end of Poplar Street.</li> <li>• If an accident were to occur at this intersection due to unclear signage or a lack of signage, it may be difficult to establish who is at-fault and may present a liability to the town.</li> </ul>
15	Chestnut Street & Manship Street	Non-ADA Compliant Corners	<ul style="list-style-type: none"> <li>• Add truncated domes with tactile pavers</li> </ul>
16	Chestnut Street & Manship Street	No Stop Bar at Stop Sign	<ul style="list-style-type: none"> <li>• Add Stop Bar at existing Stop Sign</li> </ul>

From The Delaware Traffic Calming Design Manual:

2B.07 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

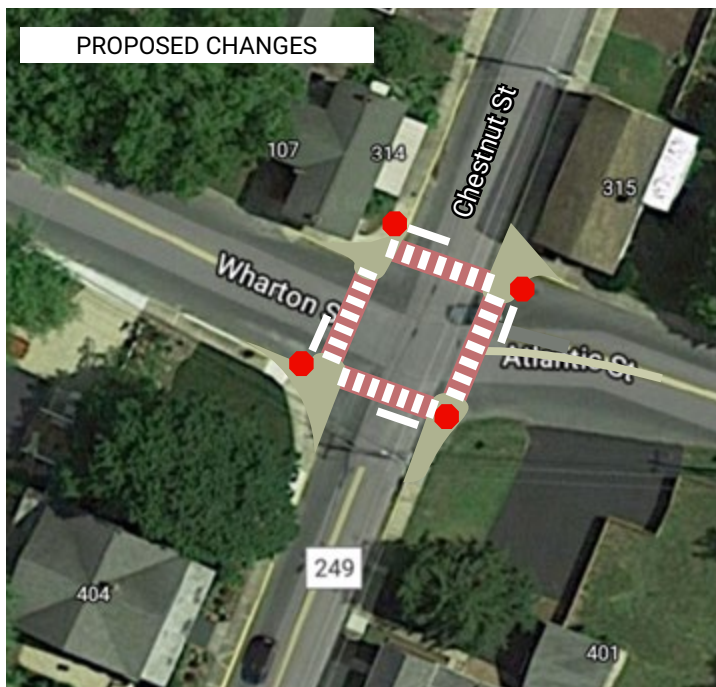



Image Source: <https://azmag.gov/Programs/Transportation/Active-Transportation/Active-Transportation-Plan/Active-Transportation-Toolbox/Intersections-and-Street-Crossings/Curb-Extensions>

## VII. Recommendations: Part 2

ZONE 5

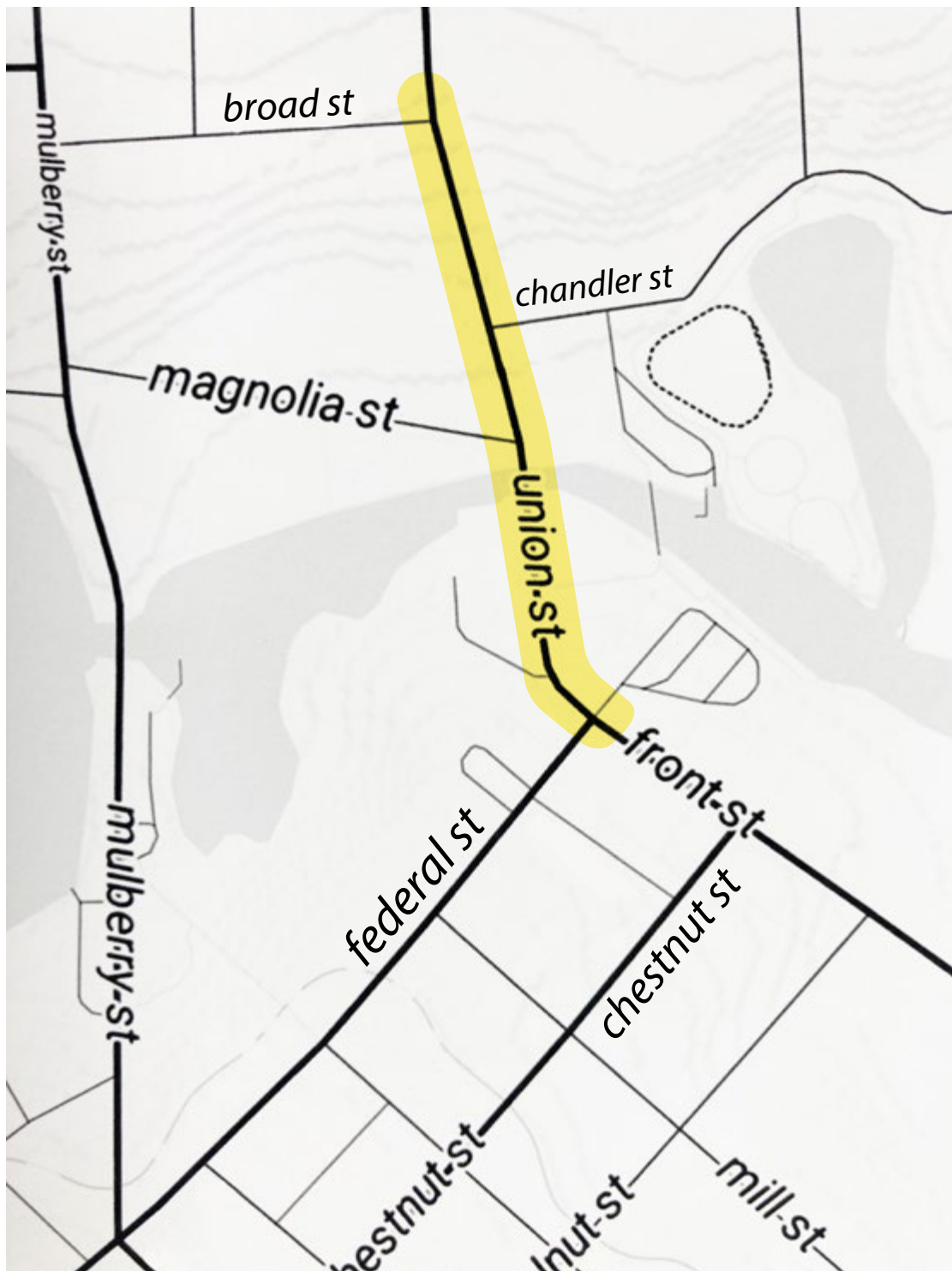
	Location	Issue Observed	Recommendation
17	Chestnut Street & Wharton/Atlantic	<p><b>This intersection was called out on our survey by 34 respondents.</b></p> <p>During the Walk Audit observation of this intersection: Most traffic is headed north along Chestnut Street and turning right onto Atlantic Street and turning left onto Wharton Street; and headed south on Chestnut Street from Wharton Street and Atlantic Street.</p>	<ul style="list-style-type: none"> <li>• Convert to a 4-WAY STOP Intersection</li> <li>• Differentiated Materials Crosswalks &amp; Stop Bars</li> <li>• Curb Extension &amp; Bulb-Outs</li> <li>• Per previous concerns brought to Mayor &amp; Town Council, our survey results and our concurring Walk Audit observations; this intersection should be converted to a 4-way stop intersection with crosswalks and stop bars.</li> </ul>
18	315 Chestnut	The corner is not ADA compliant with the stop sign planted out in the street.	<ul style="list-style-type: none"> <li>• Add Sidewalk Extension</li> <li>• A Sidewalk Extension at this corner will shorten the crossing distance.</li> </ul>
19	401 Chestnut	This corner is not ADA Compliant	<ul style="list-style-type: none"> <li>• Add Sidewalk Extension</li> <li>• To give more space on the sidewalk to pedestrians, to increase their visibility to drivers. Specifically drivers turning right from Chestnut Street onto Atlantic Street.</li> </ul>
20	401 Chestnut	Existing pedestrian space limited by the placement of a utility pole.	<ul style="list-style-type: none"> <li>• Relocate Utility Pole</li> </ul>
21	Chestnut Street & Wharton/Atlantic	Vehicles parked too near the intersection	<ul style="list-style-type: none"> <li>• Painted curbing to prevent any stopped traffic from restricting movement of Emergency Response Vehicles</li> <li>• Length and location of painted curbing to be determined</li> </ul>
22	Chestnut Street & Wharton/Atlantic	Low pedestrian visibility and importance	<ul style="list-style-type: none"> <li>• Add In-Street Pedestrian Crosswalk Signage</li> </ul> 

## VII. Recommendations: Part 2

### ZONE 6

#### Zone 6: Union Street from Broad Street to Federal Street/Front Street

Walk Audits conducted on June 7, 2021 from 4:30pm–5:30pm and June 9, 2021 from 11am–12:15pm



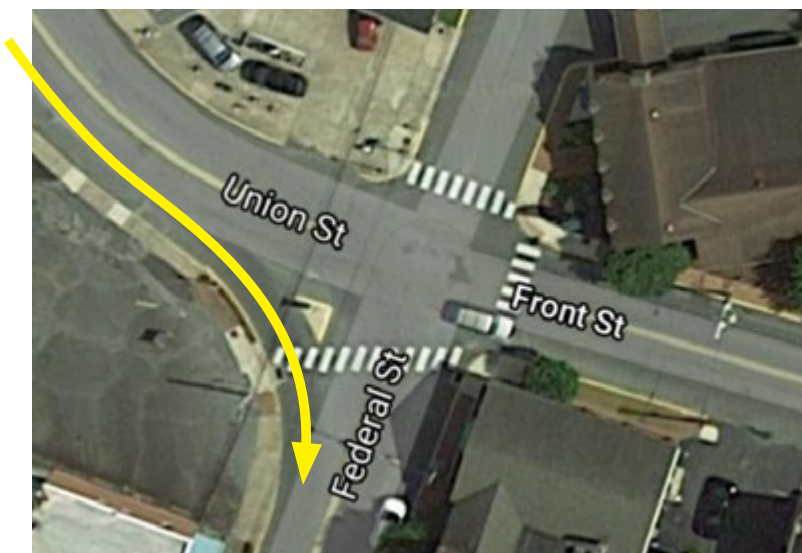


## Zone 6 Summary

Historic Downtown Milton is in need of a transportation priority shift.

The future success of our downtown area will be as an attractive place to be, not a place to quickly drive through. Expanding the town center's access to a variety of transportation options will reduce the high demand on limited parking availability.

Motor vehicle traffic is prioritized due to the presence of a “slip lane” from Union Street to Federal Street—treating this destination as a passthrough.



Slip lanes have one function—to increase vehicle speed. They cannot be made safe for other street users. It forces pedestrians to cross the street twice and the second street is uncontrolled and built for car speed, not safety.



## VII. Recommendations: Part 2

### ZONE 6

#### Union Street from Broad Street to Federal Street/Front Street

	Location	Issue Observed	Recommendation
1	Union Street	Speeding	Reduce the speed limit <ul style="list-style-type: none"> <li>• 20 mph for regular traffic</li> <li>• 15 mph for truck traffic</li> <li>• Increases safety for motorists, pedestrians, bicyclists</li> <li>• Reduces traffic noise pollution</li> </ul>
2	Union Street from Federal Street to Broad Street	Priority is currently motorists passing through a destination.	Continuous Sidewalks along the length of Union Street from Magnolia Street to Rte. 16 All side-street entrances would be raised to sidewalk height with ramps for vehicle use <ul style="list-style-type: none"> <li>• Indicates to motorists that they are crossing a pedestrian space, instead of pedestrians crossing a motorist's space.</li> <li>• Change the priority to residents instead of cut-through motor vehicle traffic.</li> </ul>
3	Union Street	Speeding	Radar Feedback Signs <ul style="list-style-type: none"> <li>• Permanently installed signage facing each direction of traffic locations TBD</li> </ul>
4	Union Street & Federal Street	Slip Lane encourages motor vehicle traffic to speed through a high foot traffic area	Remove Slip Lane



## VII. Recommendations: Part 2

ZONE 6

	Location	Issue Observed	Recommendation
5	Union Street & Federal Street	Slip Lane encourages motor vehicle traffic to speed through a high foot-traffic area	Convert the slip lane to a protected bicycle parking lot and garden.
6	Union Street & Federal Street	Confusing traffic pattern at a non-standard intersection, hazardous conditions for all users	<p>Convert to a 4-WAY STOP intersection.</p> <ul style="list-style-type: none"> <li>• Convert existing RED LIGHT Emergency signal to Flashing RED in all directions</li> <li>• Add STOP SIGN at each entry point of the intersection</li> <li>• Add STOP BAR at each STOP SIGN</li> <li>• Solid red lights can be utilized when Fire Department Emergency Response is required</li> <li>• Improves safety for all users</li> <li>• Removes a dysfunctional intersection from the town center</li> <li>• Clears confusion resulting from an unclear and non-standard right-of-way</li> </ul>



## VII. Recommendations: Part 2

### ZONE 6

#### Union Street from Broad Street to Federal Street/Front Street

	Location	Issue Observed	Recommendation
7	Union Street @ The Milton Theater	High amount of foot traffic crossing the street	Add a differentiated materials pedestrian crosswalk that both visually and physically alerts drivers that they are crossing through a "pedestrian space".
8	102 Federal Street	Poor connectivity between store fronts	Add a Crosswalk on Federal Street at 102 Federal Street <ul style="list-style-type: none"><li>• Improve the walking network between store fronts</li></ul>
9	Union Street & Magnolia Street	Poor directional signage for parking lot	<ul style="list-style-type: none"><li>• ONE WAY Signage at lot entry</li><li>• DO NOT ENTER Signage at lot exit</li><li>• Painted arrows on the ground</li></ul>
10	Union Street & Magnolia Street DART Bus Stop	There is not a protected area for public transportation users on Union Street at Governor's Walk	Add a shelter with a bench
11	Union Street & Chandler Street	The intersection of Union Street and Chandler Street does not have ADA compliant corners. Chandler Street does not have sidewalks though it is used by pedestrians to access the park. Seasonal visibility issues exist with adjacent plantings.	Add ADA Compliant corners  Add Sidewalk on Chandler Street  Ask property owner to adjust plantings on the corner to allow better visibility

## VII. Recommendations: Part 2

ZONE 6

	Location	Issue Observed	Recommendation
12	Union Street & Broad Street	<p>Union Street and Broad Street has King's Ice Cream Shop on the corner which draws a great number of patrons—including many of our youngest and oldest residents and visitors. This would be an ideal spot for nearby bicycle parking to be added to reduce the demand for motor vehicle parking spaces. Speeding is a concern that demands attention in this area, as called out in our survey due to the presence of a high volume of residential and commercial traffic on foot and by bicycle. The corners are not ADA compliant and are misaligned with Union Street creating a wider street area just in front of the shop increasing the crossing distance and the exposure time of pedestrians.</p>	<p>Extend sidewalk width in front of King's Ice Cream</p> <ul style="list-style-type: none"> <li>• Allows for more protected pedestrian space on the sidewalk</li> <li>• Aligns the sidewalks &amp; street</li> </ul> <p>Add Continuous Sidewalk across Broad Street</p> <ul style="list-style-type: none"> <li>• Elevate pedestrian importance</li> <li>• Or Add Curb Extension on Broad Street at King's</li> </ul> <p>Designate bicycle parking space</p> <ul style="list-style-type: none"> <li>• On Broad Street</li> <li>• Educate the public on its location</li> </ul>
<div> <div> </div> <div> <p>Image Source: <a href="https://azmag.gov/Programs/Transportation/Active-Transportation/Active-Transportation-Plan/Active-Transportation-Toolbox/Intersections-and-Street-Crossings/Curb-Extensions">https://azmag.gov/Programs/Transportation/Active-Transportation/Active-Transportation-Plan/Active-Transportation-Toolbox/Intersections-and-Street-Crossings/Curb-Extensions</a></p> </div> </div>			
13	Union Street & Broad Street	<p>Pedestrians cross here for the Ice Cream Shop</p>	<p>Add Differentiated Material Pedestrian Crosswalk across Union Street to King's Ice Cream</p> <ul style="list-style-type: none"> <li>• Increase pedestrian visibility &amp; safety</li> <li>• Elevate pedestrian importance</li> </ul>

**See WALK AUDIT ZONE 3 for the rest of UNION STREET — Page 76**



## VII. Recommendations: Part 2

### ZONE 7

#### Zone 7: Mulberry Street from Federal Street to Lavinia Street

Walk Audit conducted on June 10, 2021 from 10am–11am



### Zone 7 Summary

Mulberry Street, as it travels past picturesque Wag-amons Pond, is an area with great appeal. There is Mill Park, the fishing pier, the new & improved boat launch and the lovely Governor's Walk.

The main detractor to this area is the speed of motor vehicles. Though this is a 25mph zone, it is a long straight stretch of street that lends itself to being an "easy" place to speed.

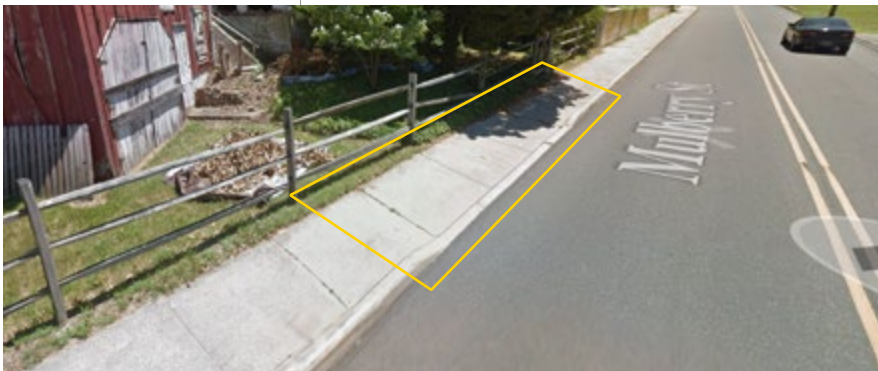
There are attractive places on each side of the street that draw pedestrians back and forth, while it has only one crosswalk (in this Zone).



## VII. Recommendations: Part 2

### ZONE 7

### Mulberry Street from Federal Street to Lavinia Street

	Location	Issue Observed	Recommendation
1	Mulberry Street	Speeding	Reduce the speed limit <ul style="list-style-type: none"> <li>• 20 mph for regular traffic</li> <li>• 15 mph for truck traffic               <ul style="list-style-type: none"> <li>• Increases safety for motorists, pedestrians, bicyclists</li> <li>• Reduces traffic noise pollution</li> </ul> </li> </ul>
2	Mulberry Street	Speeding	Radar Feedback Signs <ul style="list-style-type: none"> <li>• Permanently installed signage on east side of bridge facing westbound traffic</li> <li>• Permanently installed signage on west side of bridge facing eastbound traffic</li> <li>• Provides a real-time reminder to drivers to proceed slowly in the areas where people are most likely to be crossing.</li> </ul>
3	Mulberry Street	Priority is currently motorists passing through a destination.	Continuous Sidewalks along the length of Mulberry Street (Excluding Boat Launch Driveways) All side-street entrances would be raised to sidewalk height with ramps for vehicle use <ul style="list-style-type: none"> <li>• Indicates to motorists that they are crossing a pedestrian space, instead of pedestrians crossing a motorist's space.</li> <li>• Change the priority to residents &amp; visitors over cut-through motor vehicle traffic.</li> </ul>
4	Hill on Mulberry Street	Steep-angled abandoned driveway on the hill by the barn	Level sidewalk and add curbing <div data-bbox="492 1419 1364 1787">  </div>

## VII. Recommendations: Part 2

### ZONE 7

	Location	Issue Observed	Recommendation
5	Mulberry Street at Goshen United Methodist Church	No sidewalk  Presents a large area of exposure to motor vehicles for pedestrians along Mulberry Street	Add Continuous Sidewalk  OR Sidewalk with clear driveway entry/exit points and crosswalks with ADA compliant ramps
6	Mulberry Street at Goshen United Methodist Church Parking Lot	Driveway has no clear indication of entry and exit points for motor vehicles.	Add Continuous Sidewalk with driveway ramps  OR Sidewalk with clear driveway entry/exit points and crosswalks with ADA compliant ramps




7	Boat Launch	High foot traffic area with no designated pedestrian crossing	Add Raised Pedestrian Crosswalk on Mulberry Street at the boat launch across from the lower entrance of Mill Park
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## VII. Recommendations: Part 2

### ZONE 7

## Mulberry Street from Federal Street to Lavinia Street

	Location	Issue Observed	Recommendation
8	Mulberry Street & Magnolia Street	Extremely poor to no visibility for motor vehicles exiting Magnolia Street onto Mulberry Street	<p>NO EXIT from Magnolia Street onto Mulberry Street</p> <ul style="list-style-type: none"> <li>Narrow the intersection on Magnolia Street with curb extensions along Mulberry Street <ul style="list-style-type: none"> <li>Add signage indicating that it is not an exit</li> </ul> </li> <li>Add a Curb Extensions into Magnolia Street at Bodie's to narrow the street <ul style="list-style-type: none"> <li>Add signage indicating ALL TRAFFIC MUST TURN RIGHT to exit onto Union Street</li> </ul> </li> <li>STRICT Law Enforcement of the change</li> </ul>
			
9	Mulberry Street & Lake Drive	There is a Utility pole in the middle of the sidewalk, accessibility issue	Underground Utilities for the full length of Mulberry Street
10	Mulberry Street & Lake Drive	There is a fire hydrant in the middle of the sidewalk, accessibility issue	Relocate fire hydrant



## VII. Recommendations: Part 2

ZONE 7

11	203 Mulberry Street	Cutout Sidewalk from previous structure	Fix the sidewalk to standard width	
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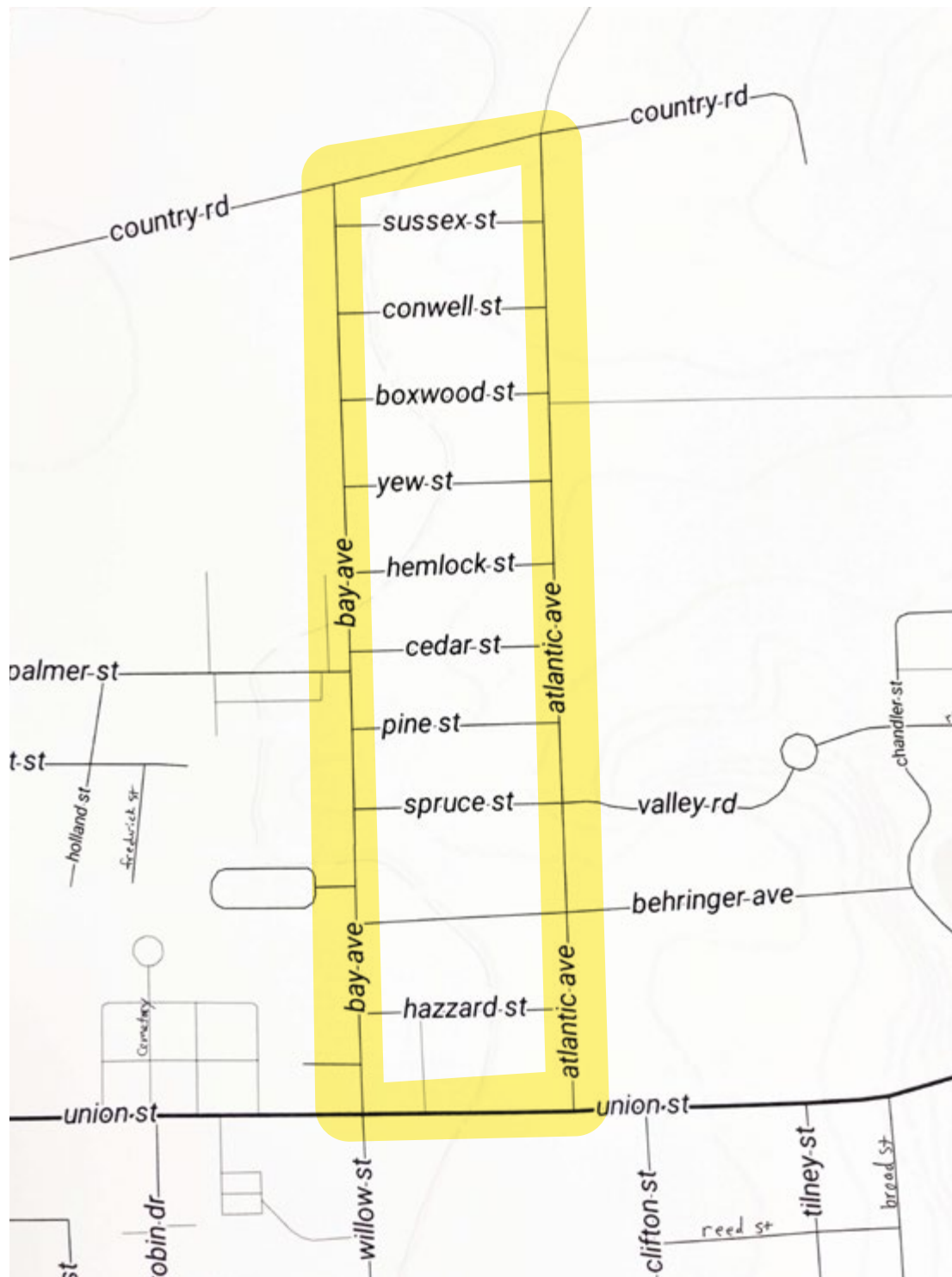
**See WALK AUDIT ZONE 1 for the rest of MULBERRY STREET – Page 60**

## VII. Recommendations: Part 2

### ZONE 8

#### Zone 8: Bay Avenue & Atlantic Avenue from Union Street to Country Road

Walk Audit conducted on Monday, June 7, 2021 from 3:00pm–4:00pm





### Zone 8 Summary

Overall, a pleasant area to walk in with streets that are very wide. There is difficulty in being a pedestrian where there is no designated pedestrian space. You are forced to walk in a “motor vehicle” area. When cars approach there is an understanding that the pedestrian is in the way of the car. That is unfortunate in what is an otherwise excellent area for walking. A walk should be comfortable and tension relieving. Not knowing whether the next driver to pass by will be respectful of the pedestrian’s right to occupy the space when there are no sidewalks present can unfortunately be fraught with danger.

There are almost no sidewalks present in this Zone. The sidewalks that do exist are in good condition but are likely not used much because they aren’t connected.

There are accessibility concerns as many of the streets’ edges have drainage ditches instead of sidewalks. Manhole covers are protruding through the asphalt creating trip hazards where a person would walk. The Auditors noted a stormwater grate that had slats angled in a direction that could result in the wheels of most human-powered transportation getting stuck (rolling walker, stroller, scooter, bicycle, etc.)

The new annexation with its forthcoming development along Country Road between Rt. 16 and Bay Avenue will have a major impact on the traffic in this area.

## VII. Recommendations: Part 2

### ZONE 8

#### Bay Avenue & Atlantic Avenue from Union Street to Country Road

	Location	Issue Observed	Recommendation
1	Bay Avenue & Atlantic Avenue	Speeding	<p>Reduce the speed limit</p> <ul style="list-style-type: none"> <li>• 20 mph for regular traffic</li> <li>• 15 mph for truck traffic</li> <li>• Increases safety for motorists, pedestrians, bicyclists</li> <li>• Reduces traffic noise pollution</li> </ul>
2	Bay Avenue & Atlantic Avenue	Priority is currently motorists passing through a destination.	<p>Continuous Sidewalks along the length of Bay Avenue &amp; Atlantic Avenue</p> <p>All side-street entrances would be raised to sidewalk height with ramps for vehicle use</p> <ul style="list-style-type: none"> <li>• Indicates to motorists that they are crossing a pedestrian space, instead of pedestrians crossing a motorist's space.</li> <li>• Change the priority to residents instead of cut-through motor vehicle traffic.</li> </ul>
3	Bay Avenue & Atlantic Avenue	No Sidewalks	Town should enter conversation with residents about easements for sidewalk installation by the town OR for a coordinated effort between the town and residents to do a neighborhood-wide installation of sidewalk infrastructure.
4	Bay Avenue & Atlantic Avenue	No Sidewalks	A moratorium on sidewalk waivers
5	Bay Avenue	<p>New Development</p> <p>Note: The new development will have sidewalks</p>	Reassessing this area's walkability after the development is completed.
6	Palmer Street	Palmer Street is being used as a cut-through to skip the Traffic Light at Union Street & Rt. 5, resulting in speeding through this residential neighborhood where there are no sidewalks. The end of the street nearest Route 16 is quite narrow and doesn't allow enough space for the vehicles and pedestrians.	Intermittent Speed Limit enforcement during morning and afternoon rush hours
7	Bay Avenue & Atlantic Avenue	The streets have no dedicated pedestrian space so all trip hazards exist on the street.	
8	Union Street & Bay Avenue	The crosswalk is in need of maintenance	Repaint the crosswalk

## VII. Recommendations: Part 2

UNAUDITED

### Unaudited Areas

Due to time constraints, the TCC was unable to complete Walk Audits for all areas. The TCC focused on areas that were called out most in the 2021 Survey.

The following is a list of recommendations based on comments we received in the 2021 Survey and an extension of observations from other audited areas.

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#### Shipbuilder's Village

- No Sidewalks
- Seek funding for sidewalk infrastructure.

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#### Chestnut Street from Front Street to Wharton/Atlantic

- Add Crosswalk to Cemetery
- Add Stop Sign on Front Street at Chestnut Street.

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#### Heritage Creek

- Inaccessible by bikes and pedestrians. Car only access.
- Multi-use path is forth-coming to connect with Mariner Middle School and Cannery Village. This connection is part of Heritage Creek Phase 7. Phase 7 may receive final approval in Spring of 2022.



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#### Wagamons West Shore

- Wide roads allow excessive speeds.
- Recommend "road diet" on Wagamons Blvd and West Shore Drive to reduce speeding and add green space with medians, chicanes and speed cushions.



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# VIII

## Grant & Funding Opportunities



## VIII. Grant & Funding Opportunities

### Blueprint for a Bicycle-Friendly Delaware A Statewide Policy Plan 2018

#### Bicycle Infrastructure Funding in Delaware

There are several funding sources available for bicycle infrastructure in Delaware. The primary source is the Statewide Bicycle and Pedestrian Funding Program, which is described in detail in other sections of the *Blueprint for a Bicycle-Friendly Delaware Toolkit*. The following is a basic summary of the program:

- Submit local plan with priority projects to regional entity
- Regional entity prioritizes, confirms, and submits projects to DelDOT for consideration
- DelDOT prioritizes projects and releases list of selected projects

**Timeline:** DelDOT's call for projects in Sept/Oct; regional entities establish their own timeline leading up to the DelDOT timeline.

**Funding requirements:** No local match required

The following sections describe several other channels through which bicycle infrastructure projects can be implemented:

##### **Transportation Alternatives Program**

The Transportation Alternatives Program (TAP) is a set-aside of the federal Surface Transportation Block Grant (STBG) Program. TAP funds programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; Safe Routes to School projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Eligible local project sponsors include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts or schools, and tribal governments.

Local project sponsors must provide a 20 percent match for these funds.

This program requires a formal application process.

##### **Timeline/process:**

- DelDOT administers this program on a rolling basis, grouping and prioritizing applications by calendar year
- Projects located in Kent County and Sussex County go through the DelDOT process
- Projects located in New Castle County go through the WILMAPCO project prioritization process, which follows a timeline established by WILMAPCO

##### **More information:**

- Outside of New Castle County: <https://www.deldot.gov/Programs/tap/index.shtml>
- New Castle County (WILMAPCO): <http://www.wilmapco.org/tap/>

##### **Project examples:**

- Elsmere Bicycle and Pedestrian Improvements
- North Street Sidewalk Improvements, Dover
- Lewes Canal Park

##### **State Capital Transportation Program (for a project exclusively focused on bicycle/non-motorized infrastructure)**

Occasionally, there is a need for a bicycle-focused project that exceeds the available funds through the standard programs described herein. These projects would be in the multi-million dollar range and address a significant need for infrastructure, but not be realistically fundable through other channels. An example is the New Castle Industrial Track Trail Phase III.

Funding through this channel comes through Federal and State Surface Transportation Funds and Safety Funds.

##### **Timeline/Process:**

- Follow's the State/MPO CTP process

**More information:** <https://www.deldot.gov/Publications/reports/CTP/index.shtml>

## VIII. Grant & Funding Opportunities

### Feasibility Study Grant Program

#### Outdoor Recreation, Parks, and Trails Program

The Outdoor Recreation, Parks and Trails (ORPT) Program [formerly known as the Delaware Land and Water Conservation Trust Fund (DTF)] provides funding for the acquisition of open space and the development of outdoor recreation projects. The ORPT Grant Program is administered by the Delaware Division of Parks and Recreation, Department of Natural Resources & Environmental Control and Trust-earned income is used to fund the Program.

County and municipal governments and park districts may request and receive ORPT grant assistance.

Eligible projects include trail projects within parks or public rights of way.

##### More information:

- Fact Sheet: <http://www.dnrec.delaware.gov/parks/Services/Documents/grants/ORPT%20Fact%20sheet.pdf>

##### Trail grant guidance:

- <http://www.dnrec.delaware.gov/parks/Services/Documents/grants/ORPT%20Guidance%20for%20Trail%20Projects.pdf>

##### Project examples:

- <http://www.dnrec.delaware.gov/parks/Services/Pages/Grants.aspx> (shows several example projects)
- Elsmere Bicycle and Pedestrian Improvements



Source: University of Delaware IPA

#### Delaware Bicycle Council Cycling Infrastructure Innovation Grant Program

The purpose of the Cycling Infrastructure Innovation Grant is to evaluate the feasibility of a bikeway project concept – pathways, protected bike lanes and bicycle streets – that will expand the number of everyday destinations that people of all ages and abilities can access on a bicycle.

The Delaware Bicycle Council (DBC) typically allocates \$20,000-\$25,000 a year, total, for one or more projects. The DBC sends out an announcement each year to municipalities and the three Counties to notify them about the opportunity to apply.

No match is required. This funding source cannot be used as a match for Federal DOT funding programs.

##### Timeline/Process:

- I. Call for projects (fall, annually)
- II. Project application submitted by local entity
- III. DBC reviews, ensuring project meets requirements of grant and has municipal letter of approval
- IV. Projects prioritized, field visits occur, projects selected

##### Project examples:

- Town of Bridgeville (Trail Design)
- Town of Smyrna (Trail Feasibility Study)

#### Local or Private Funding

Bicycle infrastructure may be constructed with municipal or county funding. Local funds are often used together with other funding sources for construction of bicycle facilities and may be used as match for Federal funds. Use of local and private funds does not factor into the prioritization of projects, but may help increase the number of projects reducing the share covered by Federal or State funding.

##### Example projects:

- Markell Trail (New Castle Industrial Track Trail), Phase II (funded/constructed by New Castle County)
- Union Street bike lane, City of Wilmington (partial funding by City of Wilmington)

## VIII. Grant & Funding Opportunities

### AARP Community Challenge Grants

**The AARP Community Challenge provides small grants to fund quick-action projects that can help communities become more livable for people of all ages.** Applications are accepted for projects to improve public spaces, housing, transportation, civic engagement, coronavirus recovery, diversity and inclusion, and more.

#### Eligibility

The program is open to the following types of programs:

- 501(C)(3), 501(C)(4) and 501(c)(6) nonprofits
- Government entities
- Other types of organizations will be considered on a case-by-case basis

#### **The following projects are NOT eligible for funding:**

- Partisan, political or election-related activities
- Planning activities and assessments and surveys of communities without tangible engagement
- Studies with no follow-up action
- Publication of books or reports
- Acquisition of land and/or buildings or a vehicle purchase
- Sponsorships of other organizations' events or activities
- Research and development for a nonprofit endeavor
- Research and development for a for-profit endeavor
- The promotion of a for-profit entity and/or its products and services

#### Community Criteria

Although communities that belong to the AARP Network of Age-Friendly States and Communities are encouraged to apply, projects that benefit any community and satisfy all other criteria are eligible for consideration.

#### Acceptable Projects

AARP will prioritize projects that deliver inclusive solutions that meet the needs of diverse populations, as well as those that directly engage volunteers through permanent or temporary solutions that aim to achieve one or more of the following outcome areas:

- Create vibrant Public Places that improve open spaces, parks and access to other amenities.
- Deliver a range of Transportation and mobility options that increase connectivity, walkability, bikeability, wayfinding, access to transportation options and roadway improvements.
- Support a range of Housing options that increases the availability of accessible and affordable choices
- Increase Civic Engagement and demonstrate the tangible value of "Smart Cities" with innovative and tangible projects that bring residents and local leaders together to address challenges and facilitate a greater sense of inclusion
- Support local recovery from the Coronavirus pandemic with an emphasis on economic development, improvements to public spaces and transportation services
- Ensure a focus on Diversity and Inclusion while improving the built and social environment of a community
- Other community improvements. In addition to these areas of focus, AARP wants to hear about local needs and innovative ideas for addressing them



## VIII. Grant & Funding Opportunities

### Project Types

- Permanent physical improvements in the community
- Temporary demonstrations that lead to long-term change
- New, innovative programming or services

*These project types will be prioritized over those that support ongoing programming or events.*

### Grant Amount

If your idea is big, no project is too small!

Grants can range from several hundred dollars for smaller, short-term activities to several thousand or tens of thousands of dollars for larger projects.

### Grant Selection Process

Grant recipients will be selected by an AARP panel of experts on aging, community development and livable communities. Projects will be judged on the degree to which their goals make an immediate change that leads to longer-term impact in a manner that meets all other selection criteria.

**Threshold Criteria** (must meet the following criteria to be considered):

- All items in the grant application have been addressed (or noted if not applicable)
- The grant is NOT used for partisan, political or election related activities, or property acquisition
- The grant is NOT used to promote a for-profit or its products and/or services
- The grant is for one of the uses in the Project Details section of the application

### Assessment Criteria

- **Impact (65 points):** The project addresses a clear need that brings positive change and demonstrates the ability to overcome barriers and accelerate, grow and/or sustain the community's efforts to become more livable for all (especially people 50+), and/or focuses on diversity and inclusion.
- **Execution (25 points):** Applicants demonstrate capacity to deliver the AARP Community Challenge project on time and within the awarded budget, effectively engage residents and key stakeholders, and leverage volunteers (especially 50+ volunteers) in the execution.
- **Innovation (10 points):** The project demonstrates creativity or unique design or engagement elements which will contribute to its impact.

In addition to the criteria provided, AARP will also evaluate each project based on its consistency with the AARP mission.

*AARP reserves the right to make funding decisions based on other criteria, in addition to those described herein.*

### Application Requirements

- Applicants must meet the eligibility requirements
- Applications must be submitted through the online application form (available during the application period via [AARP.org/CommunityChallenge](https://www.aarp.org/CommunityChallenge)) with all pertinent information by April 14, 8:00 pm ET
- Incomplete applications will not be reviewed

### Notification

*Grant recipients and unselected applications will be notified by email in June 2021. Grantees will receive documents and must execute and email a binding Memorandum of Understanding and completed vendor forms to AARP by July 14, 2021. Noncompliance with this time period may result in disqualification or delayed funding.*

### Terms and Conditions

<https://www.aarp.org/livable-communities/community-challenge/info-2021/2021-challenge.html>

## **VIII. Grant & Funding Opportunities**

### **Other Potential Funding Resources**

- COVID-19 Funding
- Vision Zero Community Grants
- Complete Streets Program Grants

# IX

## Conclusion



## IX. Conclusion

### Conclusion

This Advisory Report shared the problems identified by community members and those gathered by the TCC. It gave background information defining the concepts including safe and effective traffic calming solutions. These have informed the recommendations found in this report. This report shared a variety of possible solutions, summarizing the highest priority items in Recommendations: Part 1 on page 47. The TCC recognizes that not all of these solutions are going to happen immediately, but they are all feasible. They will help pave the way to our long-term goal of safety for all transportation choices. For the full detailed list of the TCC recommendations please see Recommendations: Part 2 on page 59. For an overview of the community responses please see the 2021 Traffic Survey Results on page 119.

It is the TCC's belief that striking a balance between motor vehicle use, pedestrian activity, and bicycle traffic will enable our town to thrive. With the planned expansion of the Rail Trail on the edge of town, a prime opportunity has presented itself. The trail will become longer and more interconnected with other parts of Sussex County.

This Advisory Report sets up an action plan:

- To improve the overall growth and commerce within the town.
- To resolve excessive speeding of motor vehicle traffic
- To remove unauthorized vehicles
- To improve signage
- To further connect the Rail Trail to allow safe access to the historic downtown
- To improve the quality of life in town

Throughout the history of Milton, we have prospered in industry. Shipbuilding, button manufacturing, agricultural farming, canning, distribution and brewing have shaped us into the town we are right now. Evolving as a town through modernization is a tribute to, and a stewardship of, Milton's heritage. This Advisory Report encourages a future for Milton that incorporates the needs of residents, visitors, and businesses with plans and ideas that range from small to grand.

The TCC thanks you for this exciting opportunity.

**X**

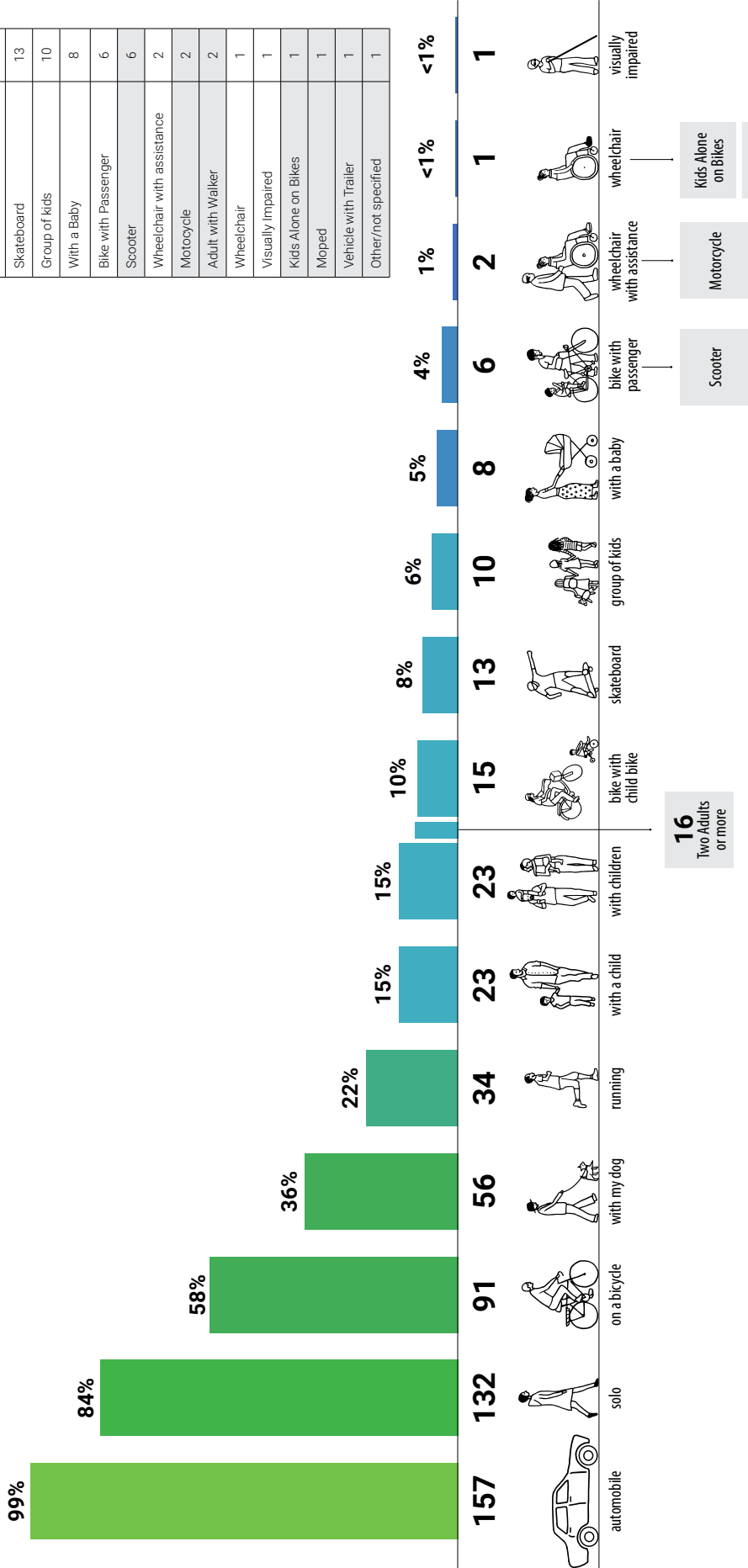
# **2021 Traffic Survey Data & Results**

The Milton Traffic-Calming Advisory AD HOC Committee has been tasked with addressing traffic concerns in the Town of Milton. The committee conducted a survey in the first quarter of 2021 to identify issues and problem areas to focus on for generating ideas and recommendations for improvement. The committee used this survey data to create Walk Audits Zones in which they focused their traffic calming efforts and in the creation of a report of recommendations for improving safety and efficiency for all modes of transportation—motor vehicles, bicycles, pedestrians, wheelchair users, public transit, skateboarders, everyone.

206 Surveys were returned resulting in a return rate of 11%.

# How do you travel around town?

Survey respondents could circle all that apply

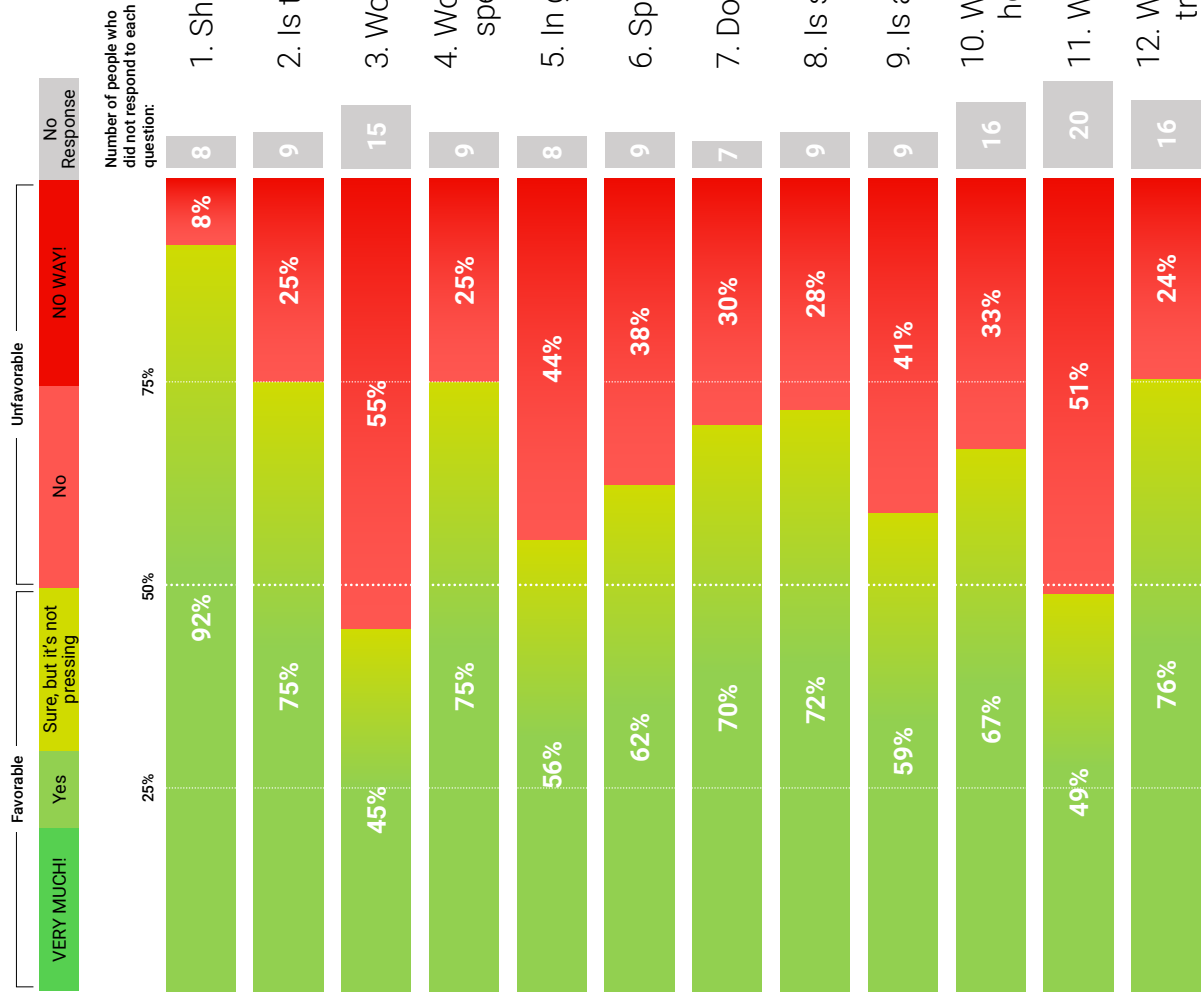


The percentage shown is of the 158 surveys that included a response for this question  
48 survey respondents did not answer this question

Xxx Gray items were write-ins for the “other” category

# Rate your traffic-related concerns:

Favorable v. Unfavorable via Semantic Differential Tally

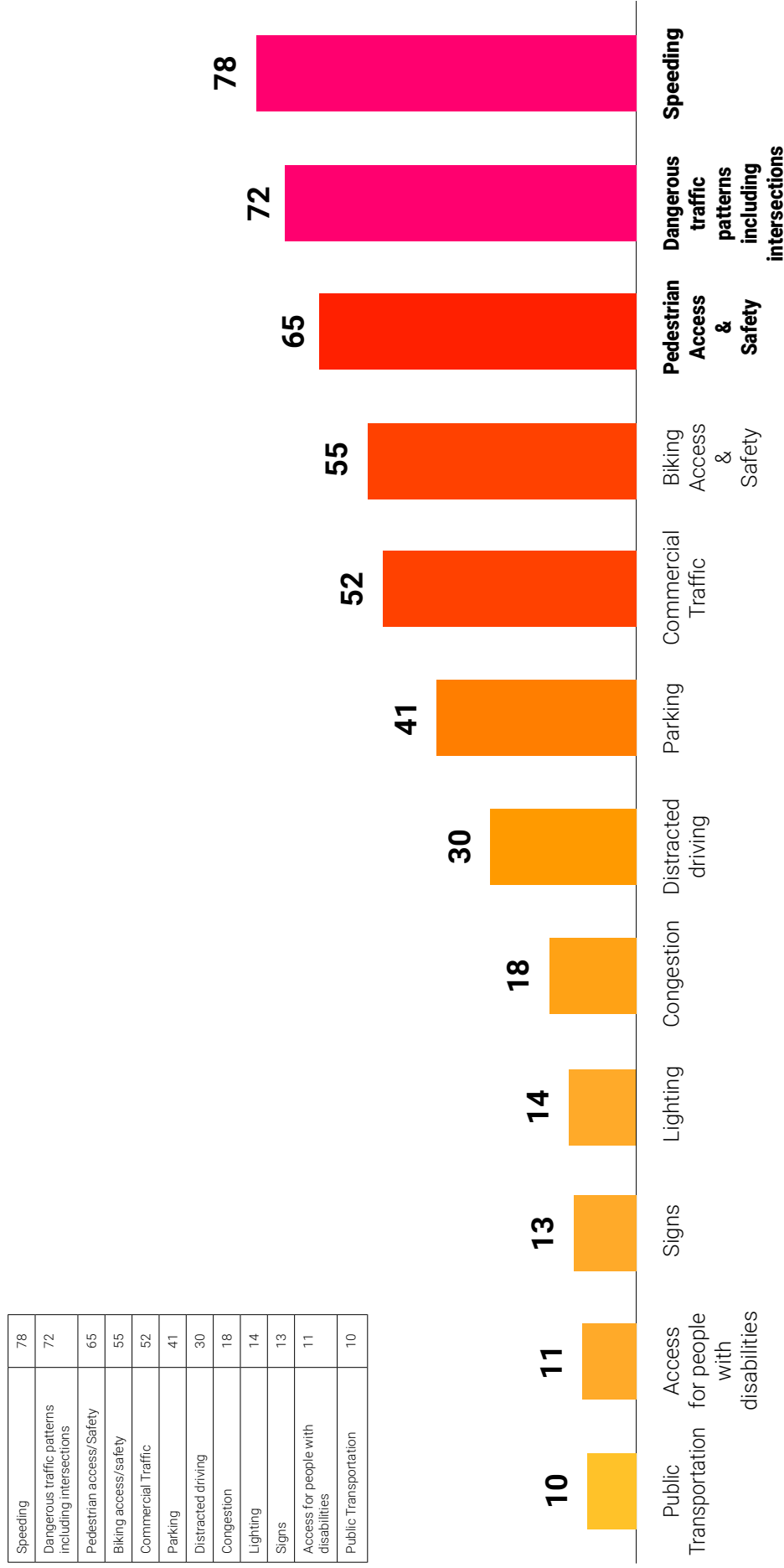


What's a Semantic Differential?  
It's a type of a rating scale designed to measure people's emotional attitude towards a topic.



# My 3 Biggest Concerns are:

Survey respondents were to select up to 3 answers from a list



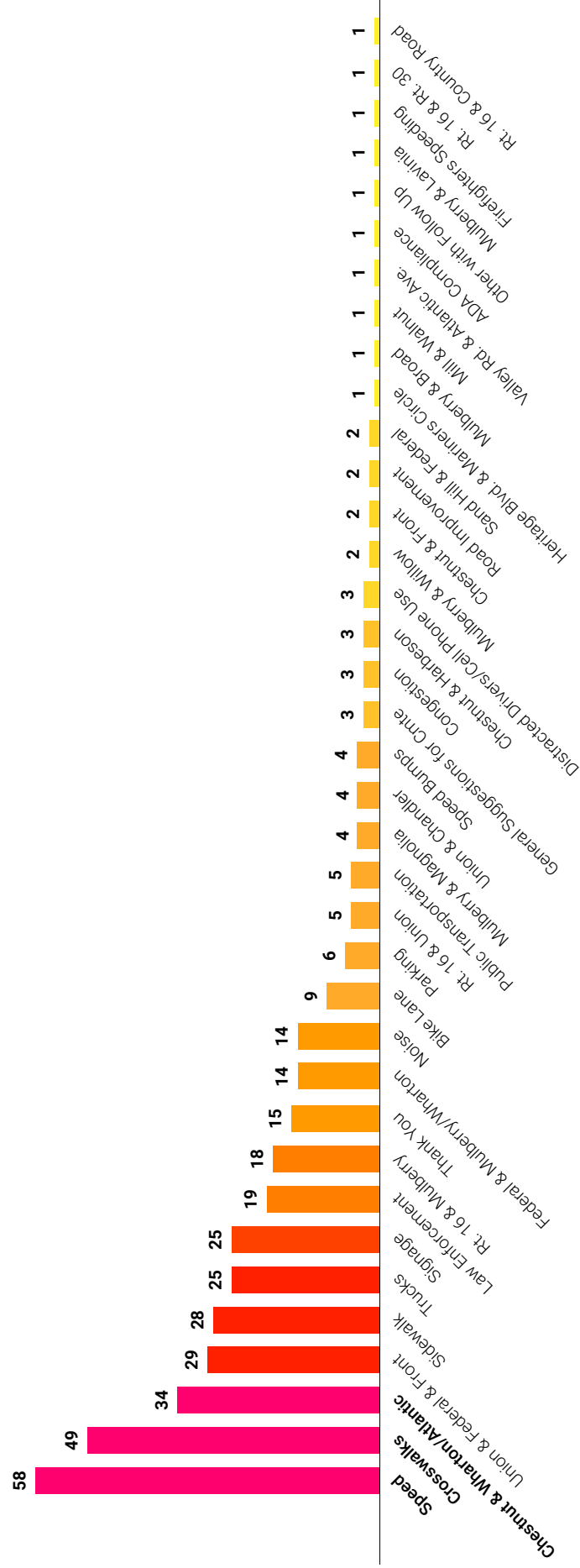
156 surveys had at least one selection for this question

50 surveys did not include selections for this question

A few surveys included more than 3 selections

# Specific Traffic Concerns

Write-In Answers listed by greatest number of comments received



We received 412 write-in comments

Some comments included more than one concern and so they are listed more than once. For example: "The truck traffic & speed on Federal Street is harming the historical character of the town" is categorized under "Trucks" and "Speed".

We received 22 "other" comments that were not specific traffic concerns but are included in the total number of comments received.

# Specific Visibility Issues

Where and whose view is obstructed?

Write-In Answers listed by greatest number of comments received.  
We received 48 write-in comments on Visibility Issues.

**Mulberry Street**  
CALLED OUT AS A  
**VISIBILITY ISSUE**  
**25 TIMES**

1. Mulberry & Magnolia			2. Mulberry & Lavinia			5. Signage Issue			7. Union & Clifton			12. Federal @ John Milton Park		
1	Visibility Obstruction at intersection of Magnolia St. & Mulberry St. (turning out of Magnolia)		1	Visibility Obstruction at the intersection of Lavinia St. and Mulberry St. (turning out of Lavinia.		1	Some signs need to be replaced, due to illumination or have vegetation cut back.		1	Clifton & Union		1	I have a pedestrian visibility issue when trying to cross Federal (to the John Milton Park) with cars approaching uphill.	
2	I would like to see the bushes at Magnolia and Mulberry St. cut down some, so we can see oncoming traffic better.		2	Traffic/Stop sign (obstructed @ corner) @ Lavinia and Mulberry Sts		2	When coming up from downtown Milton, the Shipbuilders Sign is not visible due to a tree that sits there on Mulberry especially at night plus the Shipbuilders sign needs to be more visible (new paint or lighting) it is easy to miss the turn into Shipbuilders because of this tree.		8. Chestnut & Harbeson			13. Chestnut St Alleys		
3	Turning from Magnolia St. onto Mulberry St.		3	Visibility: Corner of Lavinia & Mulberry					1	Difficult to make L turn on Harbeson coming out of Chestnut		1	Visibility off streets like Sand & Poplar onto Chestnut is compromised by how close houses are to Chestnut.	
4	Magnolia & Mulberry - a mirror was added, but disappeared not long after. It's needed to see beyond house on corner. Reinstall mirror!		4	Lavinia St. & Mulberry St. pine bush blocks view on stop sign.					2	At Corner of Chestnut St and Rt. 5 if you stop at the stop sign you can't see what's coming from town.		14. Curve on Lavinia		
			3. Mulberry & Rt. 16						9. Wharton & Chestnut			15. Union & Willow		
5	Magnolia intersecting Mulberry is impossible, cannot see to left while stopped at Mulberry at all.		1	Rt. 5 & Mulberry @ 16		6. Chandler & Union			1	Due to Lack of setback at: Wharton and Chestnut on Chestnut.		1	At the intersection of Union St. & Willow St. on the north/west side: bushes prevent smaller (lower) cars from seeing traffic coming from the light at Rt. 16.	
6	Mulberry and Magnolia St. intersection—it's horrible!		2	Quickstops location of pumps block view.		1			End of Chandler St. @ Union – View often blocked by large plantings. And trash receptacles are placed on Street (Chandler) also making it difficult to navigate. Driveway often has numerous cars & along street too.		2	Chestnut & Wharton Sts.		
7	Intersection of Magnolia & Mulberry Sts. Can't see oncoming traffic when exiting Magnolia to go North on Mulberry		3	Mulberry St where Quick Stop is (visibility)					10. Federal & Union					
8	The intersection of Mulberry and Magnolia--> cars turning onto Mulberry from Magnolia have almost no visibility until they pull onto Mulberry St.		4. Mulberry & Willow			2			Where Chandler St Meets Union St. This is not as bad during the winter but the Garden of 205 Union blocks view of traffic from Chandler onto Union in blooming months.		13. Mulberry & Federal			
9	Mulberry & Magnolia		1	Visibility Issue: Trees at the corner of Willow & Mulberry Streets block line-of-sight turning from Willow to Mulberry.		3			In the summer when the garden is in bloom, exiting Chandler Street onto Union Street can be dangerous as you can not see over the flowers when looking right.		1	Due to Lack of setback at: Mulberry and Federal, on Federal.		
10	Bodies @ Mulberry		2	Mulberry @ Willow or Clifton							2	Trucks delivering to liquor store block visibility.		
11	Bodies @ Mulberry		3	Willow & Mulberry							16. Other/Non-specific			
											1	Some blind intersections		
											2	Chestnut Street		
											3	Bicycles in the way of cars, jumping out of intersections		

# Specific Traffic Concerns

Write-In Answers listed by greatest number of comments received

No. 1 CONCERN	Speed
1	I live on Lavinia — It seems like as soon as a car turns onto Lavinia the 25 mph speed doesn't apply anymore.
2	Conduct, unannounced, spot speed studies on collector roads and greater. You need data, not hearsay or desired feelings.
3	Speeding on Atlantic Ave.
4	Speed is a concern on Union Street as/after fire siren sounds.
5	I support reasonable speed limits that will be enforced. I live on Atlantic Street and the 25 mph is largely ignored. Huge tractor trailers go by at 40/45[mph].
6	Traffic at the end of Atlantic Ave. needs to be checked. Most cars are going 50-55 mph when they reach the end.
7	Pickups use the street that goes through REED trucking and turn onto Chestnut St. They accelerate quickly and are loud with the exhaust headers.
8	The town needs to contact/work with county (illegible) Lavinia Rd. & Sand Hill Road. The trucks are so loud and the traffic speed on these roads are too fast. It needs speed to be lowered on Lavinia to 25 mph. On Sand hill Road, reduce to 30 mph and ask to remove the truck route on this road. The noise is so loud even in the wee hours of the morning!
9	Cops need to sit at Sand Hill/Federal area. People speed and the town could make a lot of money.
10	Speeding in front of Heritage Creek
11	Too many drivers think when they come into Shipbuilders [Village] traffic regulations no longer apply.
12	One main concern in Wagamons West Shore (per the letter we submitted) is the Speeding on the Widest portion of West Shore Drive: From Lavinia St to Ilse St. Drivers see the "Double Wide" road and proceed way over the posted 25mph. We have way too many children in the area. I had requested in my submittal, that at least (2) "speed bumps" of aka "calming humps" be installed on West Shore Drive between Oysterman Rd. and Isle Rd. Thank you!
13	Milton is a walking, biking town. Key is enforcement of current laws, i.e. crosswalks, speeding on neighborhood streets, large trucks not making deliveries.
14	I do not support reducing the speed limit in town. A while back the Council did this very thing in Cannery Village. When I spoke to the Mayor I explained that changing a sign is not going to affect drivers. Without enforcement drivers will not follow the posted speed limit. He told me he agreed with me. To this day as I'm outside I'd say 99% of the drivers are not following the posted 15 mph. Lowering the speed limit of cars is not the answer. Enforcement is the only way to slow people down.
15	Lowering [speed limit] isn't issue, they need to honor the current limits.
16	The police sit on Atlantic to catch speeders but that is not a safety issue on that street. No sidewalks.
17	Federal Street has tons of speeders that can hit animals/people.

18	Speeding is a concern on Chestnut & Federal
19	Part of the issues in town have to do with the lack of enforcement of traffic-related ordinances. Specifically, speed limits are often ignored, so I don't think lowering speed limits will work. Enforcement is key. We see and hear speeders all the time along Lavinia St., especially near the pond. We live there and I'd guess half of the drivers coming into town are speeding in this area, despite there frequently being people fishing or walking around there and wildlife crossing the road. Even people going out of town start to pick up speed along there. I recommend the Milton police sit there at different places on Lavinia in that area on and off over 3 or 4 weeks; people will get the message real fast. This probably needs to happen multiple times of the year and drivers will begin to understand the town and police are serious about enforcement.
20	I think if the town police, council, and your committee talked with the press to emphasize the need for observing speed limits and traffic signs and pedestrian safety it would reinforce the importance of traffic compliance and send the message Milton Means It! This could be particularly effective if this coincided with the traffic speed monitoring along Lavinia and other locations people point out... like near the schools, etc.
21	Speeding in Milton has been a concern of mine for years.
22	Firemen rushing to the firehouse in pick-up trucks without flashing lights or horns, @ 40-50mph— someone is going to get hurt.
23	The Truck traffic & speed on Federal Street is harming the historical character of the town. Traffic calming measures needed.
24	People also speed down Federal Street.
25	Traffic NB on Rt5/Harbeson approaching rails trails is sometimes too fast. I've been unpleasantly surprised in the middle of the crosswalk by an approaching vehicle that was not in my view when I entered the crosswalk.
26	Speeding: There is no nice way of saying this, but we in Heritage Creek feel we need a sidewalk all the way into the town. Many of us are seniors and we risk our lives walking on Rte. 5 to get into town or just to Chestnut Street. Even with the 35 MPH limit we are walking on the side of the roadway with semis, dump and cement trucks passing by. We do not feel safe. If we are part of the town, we should have a sidewalk to get into town. Our annual tax dollars paid to the town (roughly \$120,000) helped subsidize the building of the Wagamons Walking path so (as published) that community had a safe way to get to town without walking on Lavinia Street. What about us at Heritage Creek? We cannot even cut across through the Middle School when in session as it is safety concern to students and an infringement to the residents of Cannery Village. Council voted to use Town Budget Money (be it from settlement fees) to approve \$95,000 for lighting on a path that even my fellow neighbors at Wagamons did not want. Sighting possible crime, have any crimes been reported on the path in two years since its development that warrants lights? Does the 17 mile Rails to Trails walkway have lights??? Perhaps Council should have considered using the \$95,000 towards a sidewalk for Heritage Creek residents instead, or kept the town operating budget lower rather than raising our taxes this year. Maybe next year's taxes from Wagamons could pay for a Heritage Creek sidewalk? Also, what good does it serve others in the community who want to walk the trail when there are no parking areas next to it??? Users are parking on the side of the road, and "Heritage Creekers" have to walk about the same distance on dangerous Rt. 5, with no sidewalk, just to take advantage of the walkway. Made no sense but to serve just a few, not the many and at a waste of taxpayer money.

# The Milton Traffic-Calming Advisory AD HOC Committee

## 2021 SURVEY RESULTS

### No. 1 CONCERN

#### Speed — Continued

27	I live on Union St. and the Traffic and noise has become unbearable. The town has two of the electronic speed reduction devices, but they have never been placed on Union Street. I would estimate the average speeds to be about 35-40MPH in a 25 zone.
28	Traffic speed is a concern that I think could be easily remedied by consistent and stricter enforcement of existing speed laws.
29	Too many people cutting thru our town. They want to speed by and save time.
30	We need to slow down traffic.
31	I walk my dog frequently all over Town. I think the average speed on Union, Federal, Mulberry, and Chestnut Streets must be + 40 mph!
32	On Union, Federal, and Mulberry Sts, install those hard rubber speed bumps at strategic locations to slow traffic. We don't need to lower speed limits in Town, just enforce the 25 mph that we have! Speed bumps work! We have a great Police department and they work hard to keep us safe, but unless the police dept. want to set up frequent speed traps on the said streets and build a reputation for Milton as a speed trap town, I believe a few well placed speed bumps solve the problem. It's just crazy how fast people drive in Town and how frequently drivers don't stop for people using the crosswalk across Union St. in front of the library.
33	The crosswalk for the new path—just beyond Brittingham's Produce—is not safe. Cars have limited visibility as they round the corner passing Brittinghams. Pedestrians also have limited visibility at the crosswalk. Cars often go way too fast by that crosswalk & rarely stop to let pedestrians pass. We need signs, lower speed & police presence to monitor that location.
34	The street we live on Behringer Ave, desperately needs speedbumps. Through traffic flies on our street. Between the amount of foot traffic, children in the vicinity, and large hill that obstructs the view of all, the speeding is very concerning. Thankfully there are no children living on our street. But we do have a lot of children pass through, elderly residents and disabled residents on this street. A speed bump would reduce the speeds of motorists and improve safety.
35	There will be those who travel in excess of the posted speed and trucks who do not travel posted traffic patterns or routes. Of course, I've seen both here in Milton but both are enforcement issues. (But NOT major issues in my eyes.) The item noted on the reverse side of my survey is mentioned because it is in close proximity to my workplace and home next to Grace Church.
36	Wagamons need either a lower speed limit or speed bumps on W. Shore Drive, and Wagamons Blvd.
37	Mulberry St. & Rt. 16. This is a dangerous intersection, (illegible) travel on Rt. 16 is at accelerated rates of speed, it is compounded by the congestion at the Quickstop, visibility coming from Rt. 30 is limited due to shrubbery on the right hand side. Making a left turn from this intersection often involves lengthy wait times. & causes people to take risks. enen crossing straight across is risky due to volume & speed of traffic. This intersection can no longer handle the increasing volume & speed of traffic. This intersection can no longer handle the increasing volume of traffic without a traffic light that includes a leading green arrow for lefthand turns. Traffic flow should be less important that driver safety.

### SPEED

1

38	Truck traffic: I am highly in favor of re-routing large truck traffic outside of town, using Rt. 30 & connected roads.
39	Speed Limit Enforcement on Mulberry St. is essential on Lavinia Street in the 25mph zone.
40	Lower speed limit for trucks on Milton Ellendale Hwy
41	Speeding on Gravel Hill @ Kemps
42	My main concern is tractor-trailers driving through town putting public/private property at risk. Why aren't they using the business route? The damage one of those trucks could cause is catastrophic. The speed of this type of vehicle isn't that concerning as the weight, at even a low road speed, would carry it with great force anyway resulting in huge damage.
43	Truck Traffic on Chestnut St, Large trucks going to the Brewery and their speed.
44	The speed at Reeds Trucking.
45	There needs something to do for the walkers on West end of Chestnut, with all the speeding.
46	Speeding by the busses when they are running [for school at the end of Chestnut St.]
47	Speeding in Shipbuilders and throughout town is a real issue.
48	Speeding in Shipbuilders
49	I live on Atlantic St. and cars speed by my house daily! Crowing from the stop sign on, their speed is too fast for the 25 mph, more like 40 mph is the average speed. From Cave Neck, they drive even faster!
50	We on Atlantic St appreciate the town police officer sits down at the dip on some day. And as they would tell you that they stay very busy catching speeders coming into Atlantic St. from Cave Neck R. 'Thank you for that!! And actually, the tractor trailers that go by my house daily are not speeding by my concern is for the road in front of my house holding up under so much truck (HEAVY) traffic!
51	The average speed limit throughout town is 25 mph. It would make no sense to lower this as most all of the cars always drive 30 to 35 mph. Even if the speed limit is lower these same cars would still speed! Atlantic St. has become a speedway!
52	Cave Neck Road a big concern driving to Milton or R1—people go very fast coming into town—they ride on the back of your car if you're going the speed limit
53	Major Problem: Speeding on Chestnut St. from Front Street to Dogfish
54	Would like to see Speed Bumps, 1 or 2, on Genoa Ln.
55	Speeding on Genoa Lane!
56	Need 15mph speed limit in Shipbuilders Village.
57	Speeding on Bay Avenue
58	The Town can regulate speeds on Town maintained streets, however the roads which raise the most concern are under the authority of Del DOT; Mulberry Street, Wharton Street Atlantic Street to the Round Pole Branch, Union Street, Federal Street, Harbeson Road, Lavinia Street from Sand Hill Road to Wagamon's Pond, Chestnut Street from Harbeson Road to the Rails to Trails on Chestnut Front Street from Cave Neck Road to Chestnut Street are all under the control of DelDOT.



## The Milton Traffic-Calming Advisory AD HOC Committee

### 2021 SURVEY RESULTS

#### No. 2 CONCERN

##### Crosswalks

1	Crosswalk needed at the entrance to Mariners Middle School and Harbeson Road.
2	Should be pedestrian crosswalks at ALL 4 way intersections. On wider streets (eg Atlantic & Bay Avenues) there should be center yellow lines like Union, Federal and Mulberry.
3	Although there is a marked crossing for the new trail crossing on Federal St. (Rte. 5) drivers seldom stop for pedestrians, especially traffic heading into town which comes around the bend in the road at a higher rate of speed. There should be flashing warning lights near this crossing to warn drivers of the crossing.
4	Make sure crosswalks are freshly repainted so motorist clearly see the crosswalk.
5	Put crosswalk signs up so cars will notice them. Most people in cars do not stop!
6	More crosswalks on Union & Mulberry
7	Crosswalks could be improved at the corner of Federal & Mulberry.
8	More crosswalks on Union St.
9	Additional crosswalks park entrances - both the pedestrian trail between Chestnut and Federal and both sides (Mulberry and Federal) of the park with the John Milton Statue. While there is a cross walk to the pedestrian path on Federal, there should be one at Chestnut as well and they should have a similarly signaled or differentiated crosswalk material to stand out.
10	I have a pedestrian visibility issue when trying to cross Federal (to the John Milton Park) with cars approaching uphill.
11	I am not in favor of reduced speed limits, but I would favor additional traffic calming measures on main thoroughfares to naturally enforce the existing speed limits - raised cross walks or sidewalk bulbs at corners that narrow roads at corners for pedestrians to have better visibility and naturally slow cars.
12	Traffic NB on R5/ Harbeson approaching rails.trails is sometimes too fast. I've been unpleasantly surprised in the middle of the crosswalk by an approaching vehicle that was not in my view when I entered the crosswalk.
13	Definitely need some kind of crosswalk flashing light at the new "Rails to Trails" connections. On many occasions while walking and riding my bike, car drivers do not respect the pedestrian signs that are up now.
14	Perhaps another set of white strips could be put on Union Street at the intersection of Bay Street to allow walkers to have protection no matter what side of Bay/Willow Streets they are walking.
15	I think a crosswalk at King's Ice Cream would be a good idea.
16	I have been missed by inches in front of the library.
17	Crosswalks at Lavinia St.
18	We have enough crosswalks, but some could use a paint job.
19	Would like to see ideas on better visibility of new crosswalk @ new trail @ wagamons.
20	On Union, Federal, and Mulberry Sts, install those hard rubber speed bumps at strategic locations to slow traffic. We don't need to lower speed limits in Town, just enforce the 25 mph that we have! Speed bumps work! We have a great Police department and they work hard to keep us safe, but unless the police dept. want to set up frequent speed traps on the said streets and build a reputation for Milton as a speed trap town, I believe a few well placed speed bumps solve the problem. It's just crazy how fast people drive in Town and how frequently drivers don't stop for people using the crosswalk across Union St. in front of the library.
21	Quick Stop—Mulberry St. Area. [more crosswalks/improved crosswalks]

Traffic Calming Advisory Ad Hoc Survey Results 2021

## CROSSWALKS

2

22	The crosswalk for the new path—just beyond Brittingham's Produce—is not safe. Cars have limited visibility as they round the corner passing Brittinghams. Pedestrians also have limited visibility at the crosswalk. Cars often go way too fast by that crosswalk & rarely stop to let pedestrians pass. We need signs, lower speed & police presence to monitor that location.
23	Cross-walks WELL PAINTED and with VERTICAL SIGNS for TRAFFIC TO YIELD TO PEDES-TRIANS, I see many cars go right by when people are trying to cross.
24	Crosswalks to everywhere
25	Bike path crossing on Federal - most cars do not stop.
26	Stop signs at Federal St. by railroad trail.
27	Crosswalk should either be raised and/or a stop sign should be erected at the bike path intersection on Federal Street.
28	Signs—pedestrians dart between cars to run across the street to go to the theater and fox hole restaur- rant, a better crosswalk/flashings? Something needs to be done there.
29	Crosswalk needed on Shipbuilders Blvd.
30	Palmer St. to sidewalks and stores on Northside and then when returning
31	No one stops at the crosswalk at the trail!
32	Mulberry & Federal - New paint job please!
33	Pedestrian crosswalks should be as well marked as the one at the library. The big danger is the almost complete lack of adherence to yielding to pedestrians in crosswalks on the part of drivers, even in the well marked crosswalk at the library. I would like to see greater enforcement of pedestrian safety through fines imposed upon drivers who don't yield in crosswalks, much like enforcement for speed limits.
34	Crosswalks: There needs to be a stop sign and/or a raised crosswalk on Federal St. for the bike path.
35	Crosswalks: in front of Miton Elementary and HOB should be more clearly marked.
36	Better signage as well as more crosswalks on Union St. (in the "business district" b/w Federal and Broad St.).
37	Raised crosswalks will also provide immeasurable safety for our pedestrians.
38	Crosswalks at Bank.
39	Crosswalk by library.
40	[Install] Crosswalks across from Kings
41	Crosswalks at Union & Broad at Kings Ice Cream.
42	Rails to Trails crosswalk on Federal Street. Need flashing light or more prominent signs.
43	Add crosswalks at Chestnut & Atlantic
44	Add crosswalks Mulberry & Pediatric Center
45	Add crosswalks on Mulberry @ boat ramp.
46	Add crosswalks Chestnut & Front Street.
47	Raised pedestrian crosswalks at all in-roads to Milton
48	Raised Pedestrian crossing across Federal for the Rail Trail
49	While I believe the are some areas that would benefit from additional crosswalks, the difficulty arises in on whose road and every crosswalk should have ADA compliant ramps at each end. Even more important is educating pedestrians to utilize them. Almost no one who parks in the downtown between the river and Front Street extended uses the crosswalks in the area.



# The Milton Traffic-Calming Advisory Ad Hoc Committee

## 2021 SURVEY RESULTS

### No. 3 CONCERN

#### Chestnut & Wharton/Atlantic

1	Also the intersection of Wharton St./ Atlantic St. and Chestnut St. should have a four way stop.
2	A 4-way stop at Chestnut & Atlantic St. would slow down some of the speeders.
3	Crosswalks & Stop signs at Atlantic/Chestnut I understand that Atlantic/Cave Neck is a state road, but these two intersections are very dangerous for drivers & pedestrians.
4	Wharton & Chestnut - crosswalks & 4-way stop
5	Crosswalks & Stop Signs @ Chestnut & Wharton
6	Stop Signs and Crosswalks on Mulberry[Wharton] & Chestnut Sts.
7	Crosswalks needed: Intersection of Wharton & Chestnut; Atlantic & Chestnut
8	Chestnut & Atlantic needs a 4-way.
9	Atlantic & Chestnut – people assume it's a 4-way. Have been almost hit several times.
10	There are places around town where overgrown bushes and other things block drivers' line of sight. For example, the intersection of Chestnut and Wharton/Atlantic Sts. is a problem. While drivers going east on Wharton have a stop sign at the intersection with Chestnut, it's extremely hard to see traffic on Chestnut that has the right-of-way because of an overgrown bush. The bush is in the front of the house on the northwest corner of the intersection (across from the white building/ lodge on the northeast corner). People have to pull out into Chestnut because the bush obstructs the view. The owners should remove the bush or at least keep it trimmed so it's not such a danger.
11	Perhaps a 4-way stop at Atlantic & Chestnut Streets as well. Its difficult to see left with building in the way when leaving town.
12	A 4-way stop at the corner of Chestnut and Atlantic would be safer.
13	A 4-way stop designation at chestnut and atlantic would be a big improvement in the interest of vehicular and pedestrian safety.
14	Mulberry & Chestnut should be 4-way stop. Seems confusing to non-residents & have seen so many cars run stop sign on Chestnut there.
15	For me the biggest issue is safely crossing both Chestnut and Federal at Wharton/ Atlantic Street intersections across traffic where there is no stop sign. I would favor a more prominent crosswalk at those intersections - something raised, differentiated in material or a flashing sign notifying drivers of the crosswalk.
16	Atlantic & Chestnut -> Noone ever stops here. So bad.
17	Atlantic & Chestnut. My child has almost been hit here many times.
18	I would make it a 4-way stop coming into town from Cave Neck. The intersection of Cave Neck and Chestnut should be a 4-way stop.
19	4-way stop sign is needed at Wharton & Chestnut Sts.
20	The intersection @ Wharton/Atlantic & Chestnut is very bad for pedestrians and driver frequently don't stop.
21	From email: a 4 way stop sign should be placed at the intersection of Chesnut & Wharton/Atlantic

# CHESTNUT & WHARTON/ATLANTIC

3

22	Intersection of major concern could be made MUCH safer by 4-way STOP SIGNS: Wharton-Atlantic @249/ Chestnut St. 4 Way stops are a proven traffic calming measure that greatly improves pedestrian safety.
23	Maybe someday a four-way stop @ Cave Neck & Chestnut.
24	Perhaps make the intersection of Chestnut and Atlantic Sts. a 4 way stop with a crosswalk. That would slow traffic on Chestnut.
25	Stop signs on ALL four corners of Chestnut Street at intersection of Cave Neck Road! - currently only two.
26	Chestnut & Wharton/Atlantic Possibly a 4-way stop!
27	Chestnut & Wharton/Atlantic Definitely need stop stripping w/ crosswalks
28	Crosswalks at Chestnut & Wharton.
29	Intersection w/ Mulberry[Wharton] & Chestnut near Wagon House
30	Stop Signs at the intersection of Chestnut and Atlantic St. a lot of cars DO NOT STOP.
31	Chestnut & [Wharton] Mulberry street
32	Add crosswalks or 4-way or switch 2 way stop sign @ Chestnut & Atlantic
33	Chestnut & Wharton/Atlantic should be a 4-way stop with crosswalks
34	A 4 way stop at Chestnut and Wharton/Atlantic Streets Also a 4 way stop at Federal and Mulberry/ Wharton Street would go a long way towards traffic calming.

## The Milton Traffic-Calming Advisory AD HOC Committee

### 2021 SURVEY RESULTS

## UNION & FEDERAL & FRONT

4

### Traffic Concern #4 — Union & Federal & Front

1	Dangerous traffic patterns including intersections @ Union/Federal
2	There is also confusion at times (especially with out of town drivers) as to who has the right of way at the intersection of Federal St. (Rte. 5) and Union St./Front St. The intersection could use additional signage to clarify who has the right of way.
3	Union/Federal (why--b/c too many people don't understand or know Right-of-way laws in this town) --> Being "friendly" can lead to terrible accidents that are avoidable.
4	Bottom of Federal St. by Police station should be a 3-way stop.
5	Intersection by Police Station needs to be an all-way stop!
6	The yield/stops at the M&T Intersection is dangerous & confusing for drivers.
7	Dangerous traffic pattern: Just at Union & Federal
8	The intersection of Front Street and Federal Street tends to breed confusion. I'd recommend the stop sign on Front Street be moved to Federal Street. This would provide a cleaner flow in and out of town and lessen the confusion of who has the right of way.
9	The intersection of Federal and Union is confusing and would benefit from better signage.
10	Concerns re: Intersection at Union & Federal —As more new people have moved in, and as other not familiar with that intersection have "discovered" Milton, that corner is becoming dangerous—The signage combined with the leftward turning bend going north is confusing people. Some make a STOP at the corner going north. Some stop or hesitate & that is confusing to people crossing over to Front Street from Union, Maybe 4-WAY STOP??
11	Our additional concern is the confusing traffic pattern at the Town Center intersection @ Union/Federal/Front Streets. It poses traffic & pedestrian safety challenges.
12	Please look at the intersection of Federal and Union, while driving, that pattern is confusing and people are not aware of who has the right of way.
13	The intersection of Federal & Union is very confusing... No one knows who's supposed to 'GO'. Should it be a 4-way stop? or a triggered light?
14	Comments from email: When trucks off-load or when someone parks in the handicap space in front of the liquor store/police department, it makes pulling out from Front Street onto Union/Federal Street's difficult and dangerous. You have a difficult time seeing oncoming traffic from Federal Street.
15	Yield & Stop @ Federal & Union is too confusing – no one seems to know what to do. Make all stop?? Or signs more visible?
16	Intersection at M&T bank & Police Station is confusing.
17	More stop signs at M&T Bank intersection
18	[more stop signs] Union & Federal!

19	The intersection of Federal St. and Front St./Union St. can be confusing for cars and pedestrians, especially for the people who are not familiar with Milton.
20	Traffic Light Locations: Intersection of Federal & Union & Front St. @ Police Dept.
21	I am very concerned re: the intersection in front of the police station. It should be a traffic circle.
22	More stop signs on Union @ Bank.
23	The intersection at Union & Federal is very confusing and doesn't work especially late at night when the bar closes.
24	Intersection @ Union & Federal.
25	Intersection @ Union & Federal, traffic pattern and how confusing it is.
26	Intersection by Police dept.
27	I think it is extremely important to have 4-way STOP signs at the Police Station intersection. I'm surprised there aren't more accidents in that area.
28	Dangerous intersection: Federal Street & Front Street at M&T Bank, Police Station.
29	Converting the Yield to a Stop at the end of Union crossing Federal Street to Front Street would make that intersection less difficult.

# The Milton Traffic-Calming Advisory AD HOC Committee

## 2021 SURVEY RESULTS

### Traffic Concern #5 – Sidewalks

1	Lavinia Road towards town has lots of walkers/runners. Possibly a sidewalk.
2	Sidewalks are needed on Harbeson Road from the Mariners Middle School north to the Milton Rail Trail path across from Trenton Block & Hardscape.
3	Lavinia Road needs either (or both) a sidewalk or a bike lane on one side from Wagamons Blvd. to Mulberry Street
4	Sidewalk from Wagon's Blvd to Mulberry Street & bike path.
5	Please consider sidewalks and marked bike path on Lavinia from Wagamons Blvd to Mulberry Street.
6	Sidewalks on both sides of Chestnut are needed (near Cannery Village)
7	The police sit on Atlantic to catch speeders but that is not a safety issue on that street. No sidewalks.
8	I am not in favor of reduced speed limits, but I would favor additional traffic calming measures on main thoroughfares to naturally enforce the existing speed limits - raised cross walks or sidewalk bulbs at corners that narrow roads at corners for pedestrians to have better visibility and naturally slow cars.
9	Sidewalks and Lights would go a long way to improving the pedestrian safety in town as well - along Lavinia, especially now that the bike trail is done.
10	Lavinia St, Sidewalks on Lavinia St (in town) Cars rarely go 25 & children walk & ride bikes. It is so unsafe!!
11	[Sidewalk] Speeding: There is no nice way of saying this, but we in Heritage Creek feel we need a sidewalk all the way into the town. Many of us are seniors and we risk our lives walking on Rte. 5 to get into town or just to Chestnut Street. Even with the 35 MPH limit we are walking on the side of the roadway with semis, dump and cement trucks passing by. We do not feel safe. If we are part of the town, we should have a sidewalk to get into town. Our annual tax dollars paid to the town (roughly \$120,000) helped subsidize the building of the Wagamons Walking path so (as published) that community had a safe way to get to town without walking on Lavinia Street. What about us at Heritage Creek? We cannot even cut across through the Middle School when in session as it is safety concern to students and an infringement to the residents of Cannery Village. Council voted to use Town Budget Money (be it from settlement fees) to approve \$95,000 for lighting on a path that even my fellow neighbors at Wagamons did not want. Sighting possible crime, have any crimes been reported on the path in two years since its development that warrants lights? Does the 17 mile Rails to Trails walkway have lights??? Perhaps Council should have considered using the \$95,000 towards a sidewalk for Heritage Creek residents instead, or kept the town operating budget lower rather than raising our taxes this year. Maybe next year's taxes from Wagamons could pay for a Heritage Creek sidewalk? Also, what good does it serve others in the community who want to walk the trail when there are no parking areas next to it??? Users are parking on the side of the road, and "Heritage Creekers" have to walk about the same distance on dangerous Rt. 5, with no sidewalk, just to take advantage of the walkway. Made no sense but to serve just a few, not the many and at a waste of taxpayer money.
12	Sidewalks are needed on Lavinia St. to access Mulberry St. People often walk on Lavinia St. where there is a curve in the roadway with very limited visibility.
13	Add/extend sidewalk from walking trail @ wagamons. Lavinia is too dangerous to walk.
14	No concerns really, but there are some sidewalks in disrepair.

## SIDEWALKS

5

15	Continuing pedestrian sidewalk on Federal St. Around to Chestnut St. on Harbeson
16	Continuing pedestrian sidewalk on Chestnut St. all the way to Harbeson Rd.
17	Create pedestrian sidewalk from Chestnut St. To school, continue to Heritage Creek.
18	Create pedestrian sidewalk from West Shore Dev. to Mulberry St.
19	Continuing pedestrian sidewalk on Union /Front St. to cave neck Road. Note: one side of road should be sufficient for all with proper crosswalk.
20	Bike lane on 16 or wider sidewalk on North side.
21	Some form of sidewalk on Lavinia Street from town to Wagamons West Shores subdivision.
22	As a resident of Milton who lives in Wagamons West Shore, my husband and I are concerned about the dangers of walking and driving on Lavinia Street. As you know the WWS Community is part of the town. Our closest way into town is Lavinia to Mulberry. The issue that I am writing to you about is the lack of a safe shoulder or sidewalk all along Lavinia from our Community entrances to Mulberry. This problem needs to be addressed by the town as it is not only the walkers who are forced to take such an unsafe passage on Lavinia but as well those who drive on Lavinia. The drivers are having to share the road with the walkers in places where there are no safe shoulders. Now that the weather has warmed up a bit and people are beginning to take walks, I have already found myself having to pull into the opposite lane to give way to walkers. Whatever the issues are with getting a walkable shoulder on Lavinia needs to be resolved for safety's sake.
23	There needs something to do for the walkers on West end of Chesnut, with all the speeding.
24	Luther Towers there's an issue of Local transportation for elderly traveling in town. There's no sidewalk and there have been pedestrian accidents.
25	We need sidewalks on Chestnut from Reed Trucking (New St) to Cannery Entrance... Yes, I know it isn't "in-town" but there should be some way for the county or state to find and install.
26	As a resident of Milton who lives in Wagamons West Shore, my husband and I are concerned about the dangers of walking and driving on Lavinia Street. As you know the WWS Community is part of the town. Our closest way into town is Lavinia to Mulberry. The issue that I am writing to you about is the lack of a safe shoulder or sidewalk all along Lavinia from our Community entrances to Mulberry. This problem needs to be addressed by the town as it is not only the walkers who are forced to take such an unsafe passage on Lavinia but as well those who drive on Lavinia. The drivers are having to share the road with the walkers in places where there are no safe shoulders. Now that the weather has warmed up a bit and people are beginning to take walks, I have already found myself having to pull into the opposite lane to give way to walkers. Whatever the issues are with getting a walkable shoulder on Lavinia needs to be resolved for safety's sake.
27	Sidewalks on Lavinia Street.
28	Sidewalks on All of Chestnut would be great

## The Milton Traffic-Calmng Advisory AD HOC Committee

### 2021 SURVEY RESULTS

#### Traffic Concern #6 — Truck Traffic

1	Also large trucks coming from Millsboro or Georgetown turn down Lavinia by mistake and get stuck trying to turn onto Mulberry.
2	Trucks over 2 axles should not be allowed in town unless making a delivery. My understanding is that these trucks are following GPS directions, because they favor state highways which Union/Federal streets are. Negotiate with the state to change to 5A from Sand Hill Rd to right on Rt 30 to right on Rt 16 to left on Mulberry St. Ext or Union St. Ext. There are (were?) signs at Union and Broadkill stating these trucks are not allowed, they should be bigger and brighter colors. Right Lane turn lanes are a must at this intersection. A light at Mulberry is necessary.
3	Tractor Trailer Trucks going through late in the evening. Sometimes after midnight in residential area.
4	The large trucks going through Milton are a menace. Why is this permitted? Maybe the fines are not large enough or maybe we need bigger signs,
5	OF SPECIAL CONCERN 1. the huge tractor-trailers (some 50-60' long) coming through town, day and night — I see them trying to negotiat the turn from Union St. on Federal St — right in front of the Police Station yet I've never seen police stopping them or writing tickets for the violation. It's a very dangerous condition and needs to be stopped ASAP.
6	Re large trucks — It sees that more large trucks are using Union & Federal Streets this past year than in 15 years we have moved here— They travel along Union, Cross over to Front Street & Continue to Cave Neck — or sometimes make the right onto Federal (+ really make a mess of things — I was under the impression that these large trucks were not to use Union Street (with exception of a local delivery) — what changed?
7	I like the idea of improving signage for: A. Keeping trucks off Union Street at Rte 16 — Better Signs directing to ALT 5.
8	The Truck traffic & speed on Federal Street is harming the historical character of the town. Traffic calming measures needed.
9	Semi-truck traffic needs to be kept from coming thru town, unless they are delivering to a business in town.
10	I am also wondering if the truck ban for the center of town can be enforced, and not just limited by number of axles, but also by weight.
11	Large Trucks should be banned from downtown.
12	When flooding occurs at the bottom of Mill Street, vehicles large and small then use Mill as their detour. Last week a semi tractor trailer headed east on Mill, tried to turn around on Coulter and damaged the center island.
13	The No Truck signs need to be replaced. Currently they are ignored; especially when there is flooding.
14	Am working on and concerned with large local delivery trucks, especially those who are unable to make turns at intersections without disturbing cars in opposing lanes. Also, these trucks are simply too large to travel safely in our small community without damage to street and/or sidewalks. They are known to cause older houses to skae on their foundations when they go above the 25mph speed limit.

## TRUCK TRAFFIC

6

15	A Dogfish Head employee told me that they have approx. 140 trucks per week that come to the Brewery.
16	Except for local deliveries trucks need to use by-pass truck rt. enforce that as well.
17	My main concern is tractor-trailers driving through town putting public/private property at risk. Why aren't they using the business route? The damage one of those trucks could cause is catastrophic. The speed of this type of vehicle isn't that concerning as the weight, at even a low road speed, would carry it with great force anyway resulting in huge damage.
18	Truck Traffic on Chestnut St, Large trucks going to the Brewery and their speed.
19	As a frequent tourist—I would like to see less commercial traffic on not only side streets, but main town thoroughfares.
20	Too many large Trucks - Make them use the truck route.
21	Trucks are shaking the house and it is old.
22	Better or Larger sign at the entrances of Dogfish Entrance on Atlantic/Caveneck. A lot of the trucks that go by my house looking for Dogfish and other placement of signs directing these tractor trailers to Dogfish "truck entrance" through out their truck route as they're approaching Milton or in town where the trucks are entering.
23	We on Atlantic St appreciate the town police officer sits down at the dip on some day. And as they would tell you that they stay very busy catching speeders coming into Atlantic St. from Cave Neck R. Thank you for that!! And actually, the tractor trailers that go by my house daily are not speeding by my concern is for the road in front of my house holding up under so much truck (HEAVY) traffic!
24	Divert truck traffic from rt 5 to sand hill to 30 to bypass town & Union & 16 to direct around town.
25	At a recent meeting when this topic arose Chief Harvey stated that his Officers had been attempting to enforce large trucks passing through Town, but the recurrent theme was GPS guided these drivers through Town and they did not feel they could enforce due to this. Navigational GPS automatically defaults to the most direct route. There is a designated truck route around Milton, but it is not the most direct. In my opinion the solution is to install additional signage directing Trucks to DFH Allen-Harim and points south of Milton to the Truck route. I saw this utilized in Georgetown to get trucks to the chicken processing plant. Once these are in place "local deliveries only" is much more enforceable.

# The Milton Traffic-Calming Advisory Ad Hoc Committee

## 2021 SURVEY RESULTS

## SIGNAGE

7

Traffic Concern #7 -- Signage	
1	[Would like signage for] Dogfish Brewery, theater/downtown/historic/ MHS
2	Fix the Riverboat Launch Sign
3	Tourist Signs: signs identifying Parks, Brewery, & Shopping Distric(Historic Downtown) would be helpful to tourists.
4	Fix street sign (Palmer Street) next to Adkins Law Firm.
5	Walnut & Atlantic is missing a STOP Sign! Dangerous!
6	Put crosswalk signs up so cars will notice them. Most people in cars do not stop!
7	Can your committee contact DelDOT and get wildlife crossing signs put up on Lavinia at Wagamon Pond? There are turtles and geese and other wildlife that frequently cross there and are run over in that area, especially by the water and the Wagamons West Shore side. Moreover, I have seen people stop and pick up crossing turtles, while admirable is a safety issue when speeding cars are coming. I think these kinds of signs would also be a deterrent to speeding.
8	Library, Memorial Park, Dogfish Head Craft Brewery, Milton Theater, Food Lion Shopping Center, Downtown Business District.
9	[attractions signage] on Rt 5 near Baker's station Before & after museum. Route 16 heading into town.
10	Signage directing people coming into town to Chestnut for the Brewery would be useful. Ditto Farmers Market.
11	I like the idea of improving signage for: A. Keeping trucks off Union Street at Rte 16 — Better Signs directing to ALT 5.
12	"Friendly signage" directing to attractions; to downtown, to Theater, Dogfish, restaurants — & the Medical "Park" on Federal Street.
13	Better signage and enforcement of Truck Ban.
14	From email: I am a huge proponent of stop signs as a means of calming traffic and improving safety.
15	Maybe more on 16 (not sure) to attract the congestion in the warmer months to town activities, etc.
16	New signs for Dogfish Head please!
17	Speed Limit Enforcement on Mulberry St. is essential on Lavinia Street in the 25mph zone.
18	Better signage as well as more crosswalks on Union St. (in the "business district" b/w Federal and Broad St.).
19	Sign at Dogfish telling where the downtown shops are.
20	Signs @ Dogfish directing people downtown and vice versa.
21	Signs @ Front & Atlantic directing to downtown via Front St.
22	Can you demand Capstone Homes remove their sign at this same area, it is a real eyesore!
23	Better or Larger sign at the entrances of Dogfish Entrance on Atlantic/Caveneck. A lot of the trucks that go by my house looking for Dogfish and other placement of signs directing these tractor trailers to Dogfish " truck entrance" through out their truck route as they're approaching Milton or in town where the trucks are entering.

24	Need "Children At Play" signs in Shipbuilders Village!
25	I would suggest you contact Mr. Alex Donnan regarding what is required to place signage of this nature. Some years ago a grant was secured to facilitate placement of what currently exists and Mr. Donnan as a member of the now defunct Economic Development committee spearheaded the effort. Mr. Donnan still resides in Town and I am sure Town Hall staff can provide contact information.



## The Milton Traffic-Calming Advisory AD HOC Committee

### 2021 SURVEY RESULTS

## LAW ENFORCEMENT 8

Traffic Concern #8 -- Law Enforcement	
1	Speed limits are fine just as the are, they just need to be enforced!
2	I'm not sure if reducing the speed limit is needed, but traffic violations are witnessed constantly and not enforced. Speeding, not stopping at stop signs, and going the wrong way on one way streets are major concerns.
3	I think the speed limits are fine the way they are, they just need to be enforced like they are in Ellendale.
4	Again, enforce existing laws.
5	Better signage and enforcement of Truck Ban.
6	Enforcement of Speed Limits.
7	Enforcement of Noise and Land Mufflers.
8	Traffic speed is a concern that I think could be easily remedied by consistent and stricter enforcement of existing speed laws.
9	I think the speed limits are ok and don't need to be lowered, just enforced.
10	[from front of survey #4 lowering truck speed limit] Sure, but it won't be enforced anyway.
11	On Union, Federal, and Mulberry Sts, install those hard rubber speed bumps at strategic locations to slow traffic. We don't need to lower speed limits in Town, just enforce the 25 mph that we have! Speed bumps work! We have a great Police department and they work hard to keep us safe, but unless the police dept. want to set up frequent speed traps on the said streets and build a reputation for Milton as a speed trap town, I believe a few well placed speed bumps solve the problem. It's just crazy how fast people drive in Town and how frequently drivers don't stop for people using the crosswalk across Union St. in front of the library.
12	Town Police are sneaky with radar raps set up in the cemetery-really?
13	The crosswalk for the new path—just beyond Brittingham's Produce—is not safe. Cars have limited visibility as they round the corner passing Brittinghams. Pedestrians also have limited visibility at the crosswalk. Cars often go way too fast by that crosswalk & rarely stop to let pedestrians pass. We need signs, lower speed & police presence to monitor that location.
14	There will be those who travel in excess of the posted speed and trucks who do not travel posted traffic patterns or routes. Of course, I've seen both here in Milton but both are enforcement issues. (But NOT major issues in my eyes.) The item noted on the reverse side of my survey is mentioned because it is in close proximity to my workplace and home next to Grace Church.
15	Enforce the speed we have. 5 thru town on north end & 16 Union St, early morning commuters.
16	Pedestrian crosswalks should be as well marked as the one at the library. The big danger is the almost complete lack of adherence to yielding to pedestrians in crosswalks on the part of drivers, even in the well marked crosswalk at the library. I would like to see greater enforcement of pedestrian safety through fines imposed upon drivers who don't yield in crosswalks, much like enforcement for speed limits.
17	People not yielding to peds downtown.

18	The average speed limit throughout town is 25 mph. It would make no sense to lower this as most all of the cars always drive 30 to 35 mph. Even if the speed limit is lower these same cars would still speed! Atlantic St. has become a speedway!
19	Drivers runs stop signs on Genoa Ln.



## The Milton Traffic-Calming Advisory AD HOC Committee

### 2021 SURVEY RESULTS

#### Traffic Concern #9 – Rt. 16 & Mulberry

1	Stop sign at 16 & Mulberry St. is not helpful. Hard to cross.
2	I would like to see a traffic signal light at the intersection of Mulberry & Rt. 16/Milton-Ellendale Hwy.
3	Mulberry & Rt. 16 Intersection
4	Rt 16 & Mulberry Sts. Traffic signal?
5	Need a light @ Mulberry & Rt. 16! Too much congestion with quick stop customers and high speeds on 16!
6	Some intersections need a light. EG. RTE 16 & Mulberry.
7	Mulberry Street where Bodie's is located is hard to get out of also because of curve.
8	Rt. 16 near Quick Stop, 4-way stop intersection.
9	Quick Stop—Mulberry St. Area. [more crosswalks/improved crosswalks
10	If no light will go by Quick Stop, 4-way stop signs may help.
11	Dangerous traffic pattern including intersection @ Rt. 16 & Mulberry St.
12	Where Mulberry St. meets 16. Traffic is always heavy there & the livery station entrance/exit contributes. A 4-way stop or similar would help.
13	Mulberry & 16 - people try to cross 16 to convenience store.
14	Intersection at 16 & Mulberry is BAD!!
15	Mulberry St. & Rt. 16. This is a dangerous intersection, (illegible) travel on Rt. 16 is at accelerated rates of speed, it is compounded by the congestion at the Quickstop, visibility coming from Rt. 30 is limited due to shrubbery on the right hand side. Making a left turn from this intersection often involves lengthy wait times. & causes people to take risks. even crossing straight across is risky due to volume & speed of traffic. This intersection can no longer handle the increasing volume & speed of traffic. This intersection can no longer handle the increasing volume of traffic without a traffic light that includes a leading green arrow for lefthand turns. Traffic flow should be less important that driver safety.
16	Bodies @ Mulberry.
17	Crossing at Quick Stop.
18	The intersection of Mulberry St & Rt. 16 where the gas station is located on the corner. This intersection is extremely hazardous. Cars going in and out of the gas station and then cars coming along Rt 16 and Mulberry street creates a lot of congestion. I almost had an accident there and try to avoid that area. I'm not sure buy maybe a light would work. The cars getting gas block the view to the left of traffic crossing over that intersection onto mulberry st.

## RT. 16 & MULBERRY

9

## FEDERAL & MULBERRY/WHARTON

10

#### Traffic Concern #10 – Federal & Mulberry/Wharton

1	The intersection of Federal St. (Rte. 5) and Mulberry St./Wharton St. should have either a stop light or at a minimum a four way stop.
2	Stop sign @ Mulberry & Federal Street.
3	Crosswalks & Stop signs at Federal/Atlantic [Wharton].
4	Crosswalks & Stop Signs @ Federal & Wharton/Mulberry
5	Stop Signs and Crosswalks on Federal & Mulberry Sts.
6	Perhaps a 4-way stop at the intersection of Mulberry Street and Federal Street. It is difficult to see to the left when you are on Mulberry Street heading toward Atlantic Street.
7	Atlantic & Federal. My child has almost been hit here many times.
8	Atlantic & Federal -> People don't pay attention to pedestrians crossing.
9	Intersection of major concern could be made MUCH safer by 4-way STOP SIGNS: Mulberry-Wharton @ Rt.5/Federal St.
10	Intersection of Goshen Church - Many accidents
11	Mulberry & Federal - can't see intersection well, oncoming cars
12	[More stop signs] Mulberry & Federal!
13	Mulberry & Federal. It has become very congested, and people turning left coming from Atlantic St. often pull out in front of oncoming traffic coming from mulberry. A traffic light at this location with a leading green arrow for lefthand turns would help immensely. however, a 4-way stop would also be helpful.
14	Traffic Light Locations: Intersection of @ Mulberry, Federal & Wharton

# The Milton Traffic-Calming Advisory AD HOC Committee

## 2021 SURVEY RESULTS

Traffic Concern #11 – Noise	
1	Pet Peeve: Fire Siren
2	Cars & Trucks w/ open muffler systems.
3	The traffic on Sand Hill Road is so LOUD! Trucks are so loud!
4	The town needs to contact/work with county (illegal) Lavinia Rd. & Sand Hill Road. The trucks are so loud and the traffic speed on these roads are too fast. It needs speed to be lowered on Lavinia to 25 mph. On Sand hill Road, reduce to 30 mph and ask to remove the truck route on this road. The noise is so loud even in the wee hours of the morning!
5	Sound pollution "It's terrible!"
6	Specific concern: Noise from cars, trucks, etc.
7	FIRE SIREN! Use texts instead... or for the RAPTURE please.
8	Why aren't loud mufflers on cars and trucks a violation of our noise ordinance?
9	Noise pollution.....For the life of me I don't know why the Fire Dept needs to blow off the siren in the middle of the night. I'm sure every fire fighter has a cell phone that can alert them to an emergency.
10	I live on Union St. and the Traffic and noise has become unbearable. The town has two of the electronic speed reduction devices, but they have never been placed on Union Street. I would estimate the average speeds to be about 35-40MPH in a 25 zone.
11	Sound Pollution: Hot rod mufflers very noisy on weekends too on Behringer Ave & Town Park. Loud mufflers are an annoying & scary problem. I saw one older person startled @ sound of personal truck "roaring" down Federal St.
12	Sound Pollution is a BIG CONCERN
13	Sound Pollution from Fire Alarm.
14	Chapter 148 of the Town Code addresses noise. The difficulty is that intermittent noise is difficult to capture as a violation.

NOISE	11
BIKE LANE	12

Traffic Concern #12 – Bike Lane	
1	Bicycle lane needed on Cave Neck Road from Chestnut Street to Sam Lucas Road.
2	Lavinia Road needs either (or both) a crosswalk or a bike lane on one side from Wagamons Blvd. to Mulberry Street
3	Please consider sidewalks and marked bike path on Lavinia from Wagamons Blvd to Mulberry Street.
4	Establish a bike lane along rt 5 to connect to new bike path from Georgetown to Rehoboth.
5	Extend Bike Paths please! Especially around Waggamon Pond or Broadkill River.
6	It would be magical if a sidewalk (or a dedicated bike/ pedestrian shoulder lane) connected Mulberry to the sidewalk at Wagamons and from there the path!
7	I do believe that longer term, downtown Milton should look to connect to the new Lewes to Georgetown bike/hike trail. This is a wonderful safe means of transportation and could be a great boost to local Milton tourism and is environmentally friendly. Many bikers refused to ride in from Cave Neck or 9 to 5 because of fear of being on the main road. This connection could also reduce parking issues in town as the town is primed to grow rapidly over the next 5 years.
8	Bike Safety – gain access to Lewes-Georgetown Railroad trail from Milton
9	Bike lane on 16 or wider sidewalk on North side.

## The Milton Traffic-Calming Advisory Ad Hoc Committee

### 2021 SURVEY RESULTS

#### Traffic Concern #13 – Parking

1	On-street Parking in the center of town (federal Street and Union Street) makes traveling through town very difficult. The streets are too narrow and it is often difficult to pass an oncoming vehicle.
2	Parking: There is ample parking on side streets in and around town if people would just walk a few blocks to the businesses. Only when there is a venue at the Milton Theater do the streets get congested. Providing ample parking for the theater goers is not the Town's problem, it's the Theater's problem to solve. Coming from an urban area, we walked city blocks or paid to park, to go to theaters, concerts and restaurants. This should be the same for Milton.
3	Public parking is a big issue. 2-hour parking limits are not enforced. Very limited parking for town events.
4	Parked cars in the street make driving dangerous.
5	Concern Area for Safety—street parking by Library—more parking space needed?
6	Residential parking need to open up around the graveyard on Walnut Street.

#### Traffic Concern #14 – Rt. 16 & Union

1	Our ONE light, rt. 16 NEEDS to have LEFT TURN signal badly!
2	Traffic circles work better than stop lights. Included sketch of Union St./16 intersection with traffic circle.
3	Turn lanes added @ light, Broadkill and Union – people are passing on the shoulder – very dangerous!
4	Right turn on Rt. 16 from Rt. 5 – dangerous to pedestrians when some want to turn on red.
5	Union & 16: To stop passing on shoulder posts should be installed so it cannot be done. Dangerous for turning traffic. (diagram included) [matches plan previously submitted by DelDOT to M&TC]

#### Traffic Concern #15 – Public Transportation

1	Improve quality of transit stops, with shelters, pads, connecting sidewalks, ramps (where missing). If you want more service you have to demonstrate there is demand for the service through ridership, so reduce the obstacles we can to show DelDOT that more service is needed.
2	I also hope that Milton can engage DTC on adding Milton to the Beach Bus circuit. This would help attract non-vehicular visitors, support local employers, and add convenience for residents who do not drive.
3	Due to high number of seniors in Milton, I would love to see a small town bus that runs Monday-Friday from downtown library area snakes its way thru & around town to Food Lion and makes its way around from 8am-5pm \$1-\$2. If same bus wants to run for weekends especially downtown & Dogfish Head, etc. You could have overflow prkg & \$1 each way or \$2 roundtrip or \$2 for full day?
4	Luther Towers there's an issue of Local transportation for elderly traveling in town. There's no sidewalk and there have been pedestrian accidents.
5	Availability of public transport.

PARKING

13

RT. 16 & UNION

14

PUBLIC TRANSPORTATION

15

# The Milton Traffic-Calming Advisory AD HOC Committee

## 2021 SURVEY RESULTS

Mulberry & Magnolia	
1	A big concern are the intersections along Mulberry Street, particularly @ Magnolia Street. It's very hard to see when turning onto Mulberry St. from these streets.
2	Stop signs and dangerous intersections: Something must be done at the corner of Magnolia Street and Mulberry Street as it is very hard to see vehicles coming down passed the spillway going north. Cars have to inch up on Magnolia Street to see past the corner homes' bushes for clear passage. This leaves the car out into the intersection and a possible collision. Perhaps a Three Way stop sign at this intersection is needed. At the least, have the resident remove or cut back the bushes.
3	The intersection by Bodies at Mulberry.
4	Magnolia & Mulberry - dangerous intersection.

Speed Bumps	
1	On Union, Federal, and Mulberry Sts, install those hard rubber speed bumps at strategic locations to slow traffic. We don't need to lower speed limits in Town, just enforce the 25 mph that we have! Speed bumps work! We have a great Police department and they work hard to keep us safe, but unless the police dept. want to set up frequent speed traps on the said streets and build a reputation for Milton as a speed trap town, I believe a few well placed speed bumps solve the problem. It's just crazy how fast people drive in Town and how frequently drivers don't stop for people using the crosswalk across Union St. in front of the library.
2	The street we live on Behringer Ave, desperately needs speedbumps. Through traffic flies on our street. Between the amount of foot traffic, children in the vicinity, and large hill that obstructs the view of all, the speeding is very concerning. Thankfully there are no children living on our street. But we do have a lot of children pass through, elderly residents and disabled residents on this street. A speed bump would reduce the speeds of motorists and improve safety.
3	Wagamons need either a lower speed limit or speed bumps on W. Shore Drive, and Wagamons Blvd.
4	Would like to see Speed Bumps, 1 or 2, on Genoa Ln.

Union & Chandler	
1	Intersection of Union and Chandler— Move the utility pole - Done!
2	Intersection of Union and Chandler— Level the space where the remains of a curb are.
3	Mission Impossible: Make Chandler Street wider for the first 20'.
4	In the summer when the garden is in bloom, exiting Chandler Street onto Union Street can be dangerous as you can not see over the flowers when looking right.

Chestnut & Harbeson	
1	At Corner of Chestnut St and Rt. 5 if you stop at the stop sign you can't see what's coming from town.
2	The curve over by the middle school where the garage keeps getting hit.
3	Please have large yellow directional arrows put by the shed that has had 2 drive throughs in 1 year! This is on Rt. 5 traveling past Heritage Creek at the school.

# TRAFFIC CONCERNS

## 16+

Congestion	
1	Congestion on Route 16.
2	Traffic on Rt. 5 after 6:00 PM
3	Traffic has increased significantly in proximity to DPH Brewert & the new housing off Chestnut St. In particular narrow Sand St. which has 2-way traffic has nearly tripled in use. Why is it 2-way while wider side-streets like Poplar & Church are one-way?

Distracted Driver/Cell Phone Use	
1	Drivers who openly use cell phones underway
2	Cell Phones distract drivers

Mulberry & Willow	
1	The trees on the east side of Mulberry at the corner of Willow are a serious obstruction to the line-of-sight when turning off of Willow. I've personally talked with the homeowner who said she cut them back after Town code enforcement brought it to her attention. Still, the trees are an obstruction. Again, this is an enforcement issue, so I do not believe a costly and time-wasting traffic study needs to be carried out; I simply believe proper enforcement of standing laws/codes would accomplish its inherent purposes.
2	Mulberry & Willow

Chestnut & Front	
1	Bottom of Chestnut by Fire Station should be a 3-way stop... These two areas should have uniform rules so that newcomers are not confused.
2	Front Street & Chestnut (corner of firehouse) needs a STOP sign!

Road Improvement	
1	On wider streets (eg Atlantic & Bay Avenues) there should be center yellow lines like Union, Federal and Mulberry.

Sand Hill & Federal	
1	Another intersection that demands pedestrian/bike safety attention is Sand Hill @ Rt. 5/ Federal St. This intersection might require electronic signaling in the long term, though a 3-way stop would serve to make it substantially safer for bikes/pedestrians AND signal to north-bound traffic that it is entering a residential district.

Heritage Blvd. & Mariners Circle	
1	Stop Sign needed: In Heritage Creek development, a Town owned street, the corner of Heritage Boulevard and Mariners Circle exiting the complex. A stop sign is needed in front of the first (red) home. Cars and Service trucks cannot see past the hedges on the median while on the Boulevard of drivers making the left turn off of Mariners Circle. As the community grows so will the amount of cars.

# The Milton Traffic-Calming Advisory AD HOC Committee

## 2021 SURVEY RESULTS

<b>Mulberry &amp; Broad</b>	
1	A big concern are the intersections along Mulberry Street, particularly @ Broad Street
<b>Mill &amp; Walnut</b>	
1	The intersection of Mill and Walnut needs to be a 4-way wtop. too many vehicles ignore the stop sign on the corner of Mill and Walnut.
<b>Valley Rd. &amp; Atlantic Ave.</b>	
1	A stop sign at the corner of Valley and Atlantic is greatly needed. There are many young children in the area and cars speed regularly down Atlantic. With the road improvements proposed, this will only get worse.
<b>ADA Compliance</b>	
1	Several streets, several DeDOT controlled intersections, lack crosswalks, some lack ADA compliant ramps and/or curb cuts.
<b>Mulberry &amp; Lavinia</b>	
1	A big concern are the intersections along Mulberry Street, particularly @ Lavinia
<b>Firefighters Speeding</b>	
1	Firemen rushing to the firehouse in pick-up trucks without flashing lights or horns, @ 40-50mph—someone is going to get hurt.
<b>Rt. 16 &amp; Rt. 30</b>	
1	Light at 16 & 30 by Kemp's should offer turning options.
<b>Rt. 16 &amp; Country Road</b>	
1	Consider adding a roundabout on rt 16 Broadkill & country Road for new housing development there - also [would] slow traffic coming into Milton. Roundabout intersections better than traffic lights, slow traffic consistently & 45% accident reductions.

# TRAFFIC CONCERNS

16+

<b>Other</b>	
1	Conduct a town-wide needs assessment.
2	Concerns about traffic flow around enlarged school on Federal.
3	Draft of an ordinance to address sight distance issues at residential intersections
4	All of the items of concern merit some consideration. Most of the improvements will come with a cost and will take some long range planning in order to achieve. If you have not already, I would recommend you take the time to review Chapter 209 of the Town Code some of the concerning issues are already addressed but not necessarily enforced. Some require updating to make them more enforceable.
5	Stop signs are not needed on Chandler Street at Behringer Avenue. There are good sight-lines in both directions making for safe approaches to the intersection. A good indicator is how the motor-ing public conforms to signage. I would estimate 85% of the public does not stop at the Chandler Street stop signs. With them not stopping the intersection still appears safe. (Traffic flow).
6	[Q11: more stop signs] Nowhere in particular, just randomly put to slow down traffic.
7	NO MORE SIGNS pls!
8	There are too many "basketball courts" in Shipbuilders. They would not be tolerated in other neighborhoods.
9	There's an issue with kids playing in the street in Shipbuilders.
10	Making Union and Mulberry 1-way in opposite directions would help a lot of issues.
11	Make Mulberry & Union Sts. One Way.
12	Mulberry & Union by (comment illegible)
13	STOP SPENDING OUR \$\$\$ [had committee members names underlined, excluding Greg & Chief]
14	Lastly, to all Town Council Members and the Mayor: Many of us moved to Milton for the quaintness of what Milton is. Stop trying to make Milton into another Lewes or Rehoboth. Many of us like the rural home town charm of what is Milton. If we wanted more parking lots, directory signs, fancy brick crosswalks and traffic lights, we surely could have moved to Lewes. We chose Milton for this simpler way of life.
15	Dangerous intersections are all the ones that don't line up. Eg: 1st St & Cave Neck Rd.
16	I do not believe we have traffic safety issues.
17	Do not support [lowering truck speed limit] but would be willing to review provided data on # of speeding tickets for large trucks if this is a concern.
18	Very slanted/biased questions—it would help if data/details about problems would be available to the public
19	Stop light Cave Neck Road and Briarcliff Rd.
20	Every intersection of Mulberry, Federal and Union is unsafe due to blocked sight lines caused by building & plantings too close to corners
21	When did crossing the street become such a chore? [* sarcasm*]
22	We don't need more rules. Leave well enough alone! Just keep thinking up complications!

# The Milton Traffic-Calming Advisory AD HOC Committee

has been tasked with addressing traffic concerns in the Town of Milton.  
The committee kindly asks that you, as a member of our lovely community, help us identify issues and problem areas that we should focus on in generating ideas and suggestions for improvement.

The committee will use this survey in creating a multi-faceted plan for improving safety and efficiency for all modes of transportation—vehicles, bicycles, pedestrians, wheelchair users, scooters, skateboarders, everyone. Our plan will be passed on to the Mayor & Town Council for review in July 2021.

## How do you travel around town? Circle all that apply.

automobile
 solo
 with a baby
 with a child
 with children
 group of kids
 with my dog
 running
 on a bicycle
 bike with passenger
 bike with child bike
 skateboard
 wheelchair
 wheelchair with assistance
 visually impaired
 other

## Please rate your traffic-related concerns:

	VERY MUCH!	Yes	Sure, but it's not pressing	No	NO WAY!
1	Should the Town of Milton address traffic safety issues?				
2	Is traffic speed a concern to you?				
3	Would you support lowering all speed limits town-wide?				
4	Would you support lowering the speed limit for trucks over 2 axles?				
5	In general, is the amount of traffic a concern for you?				
6	Specifically, is the amount of Large Truck Traffic a concern?				
7	Do you feel pedestrian safety needs improvement?				
8	Is safety at residential intersections a concern?				
9	Is addressing sound pollution a concern?				
10	Would more crosswalks or improved crosswalks help you feel safer? Where? <small>Please list on back of form.</small>				
11	Would more stop signs help you feel safer? Where? <small>Please list on back of form.</small>				
12	Would you support installing new signs for directing traffic to local attractions? (i.e. parks, theater, brewery.) <small>Please list locations to include on signs on back of form.</small>				

Your feedback is welcomed any time, please contact one of our committee members or Milton Town Hall with questions.

## How to submit this survey:

**Mail:** Milton Town Hall, 115 Federal Street, Milton, DE 19968

**In-Person:** Mail slot on the back door of Town Hall

**Email:** CouncilWomanMeredith@ci.milton.de.us

Take a picture of this form with a smartphone and email it.

This survey can be anonymous, but if you would like a member of the Committee to follow-up with you, please include your contact info:

Name: \_\_\_\_\_

Contact Info: \_\_\_\_\_

## My 3 Biggest Concerns are:

- ☐ Speeding
- ☐ Congestion
- ☐ Pedestrian access/safety (sidewalks)
- ☐ Biking access/safety
- ☐ Signs
- ☐ Dangerous traffic patterns including inter-sections
- ☐ Access for people with disabilities
- ☐ Parking
- ☐ Commercial traffic
- ☐ Lighting
- ☐ Public transportation
- ☐ Distracted driving

## Do you know of any specific visibility issues?

### Where and whose view is obstructed?

(Can be any mode of transportation) Please use back of form or email: CouncilWomanMeredith@ci.milton.de.us

## Do you have any specific traffic concerns in the Town of Milton you would like to elaborate on or that you'd like the Traffic-Calming AD HOC Committee to address?

(Can be any mode of transportation) Please use back of form or email: CouncilWomanMeredith@ci.milton.de.us

## The Milton Traffic-Calming Advisory AD HOC Committee

CouncilWoman Randi Meredith, Chair  
Bonnie Bloomquist, Secretary

Lisa Falzarano

Susan Fewell

Mary Quigley

Hunter Willis

Chief Harvey, Milton PD

Greg Wingo, Public Works Supervisor

Next meeting:

**February 24, 2021,  
6:30pm @ Cannery  
Village Clubhouse**

All meetings are open to the public and can be attended virtually. Connection instructions are on the agenda.

Please confirm the date and time on [milton.delaware.gov](mailto:milton.delaware.gov)



# XI

## Resources

## XI. Resources

### Resources & References

1. Delaware Traffic Calming Design Manual (2012 Edition). [https://deldot.gov/Publications/manuals/traffic\\_calming/pdfs/Delaware\\_TrafficCalmingDesignManual.pdf](https://deldot.gov/Publications/manuals/traffic_calming/pdfs/Delaware_TrafficCalmingDesignManual.pdf)
2. Town of Milton Comprehensive Plan 2018
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# XII

## Acknowledgements

## **XII. Acknowledgements**

The TCC would like to thank all the citizens of Milton who participated in our 2021 survey, joined us on our Walk Audits, and participated in our Committee meetings.

We thank Mayor Kanakos and the Milton Town Council for allowing us the opportunity to assemble this report, for their attention and interest, and particularly for their consideration of the aforementioned proposals.

Additionally, we would like to thank Town Manager Kristy Rogers, Police Chief Derrick Harvey, Public Works Supervisor Greg Wingo, Town Clerk Stephanie Coulbourne, Fire Chief John Hopkins, and Director of Operations for Dogfish Head Brewery Eric Beck.

We are a community of people who care deeply about safety, especially as it relates to infrastructure, in our town.

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Councilwoman Randi Meredith, Chair of the Traffic Calming Advisory Ad Hoc Committee, thanks the TCC Members for their genuine care and concern for the Milton Community, and their enduring efforts in creating this report. And specifically, Bonnie Bloomquist, Secretary of the TCC for her report know-how, Susan Fewell and Mary Quigley for their ever-encouraging attitudes, Lisa Falzarano for her kindness and empathy and Hunter Willis for being super-chill the whole time.



